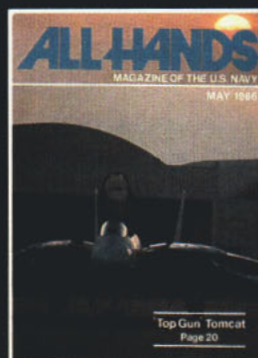
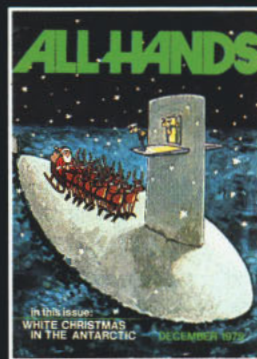
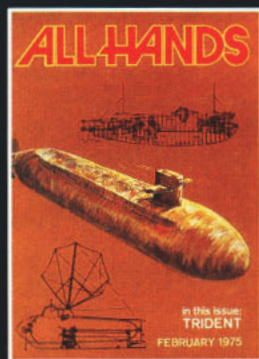
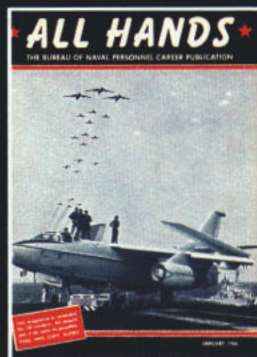
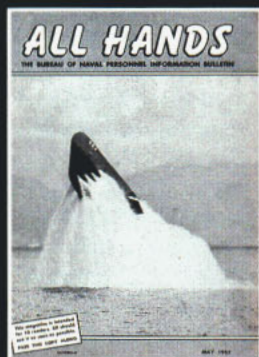
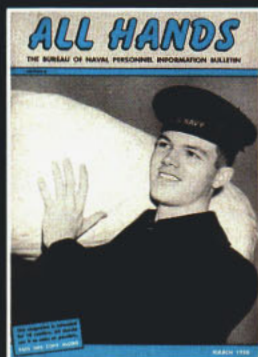


# ALL HANDS

OCTOBER 1988 • MAGAZINE OF THE U.S. NAVY







A Soviet *Helix A* helicopter flies by USS *Ticonderoga* (CG 47) and USS *Iowa* (BB61) during U.S. Navy operations in the Persian Gulf. Photo (taken from *Iowa*) by PH2(SW) Robert A. Sabo.



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# ALL HANDS

**MAGAZINE OF THE U.S. NAVY**  
**OCTOBER 1988 — NUMBER 859**  
**66th YEAR OF PUBLICATION**



Photo by JO2 (SW) Gary Ross

**Sailors of the Year — Page 8**

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**4 MCPON**

A deck plate perspective

**8 Navy's finest**

Sailors of the Year

**13 First day, last day**

Careers begin and end

**20 65 years**

An *All Hands* retrospective

**28 House buying**

The sailors' viewpoint

**35 Decatur's ghost**

Of "things that go bump"

**39 A helping hand**

USO volunteerism award

**40 Ready for combat?**

Highway battlegrounds

**42 Rights & Benefits, 10**

Morale, Welfare and Recreation

**2 Navy Currents / 48 Mail Buoy/Reunions**

**Front and Back Covers:** In celebration of our anniversary, we present to our readers a sampler of our past covers. The format has changed greatly with the additions of artwork, photographs and color, but the mission remains the same — to keep the Navy's men and women informed. See story, Page 20. *All Hands* file photos.



# Navy Currents

## New openings for women

The underwater construction teams of the Naval Construction Force are now open to female CEC officers and Seabee enlisted persons for assignment to both sea and shore duty.

Officers seeking information on the Ocean Facilities Program should consult NavFacNote 1520 dated May 25, 1988, regarding the Civil Engineer Corps graduate program. Enlisted criteria on becoming a Seabee diver is contained in the *Enlisted Transfer Manual* (NavPers 15909C, section 9.16).

Interested candidates should contact the NavFac Assistant Commander for Ocean Facilities, CDR P. W. Marshall or LT Larry D. Linn at Autovon 221-0505 or commercial (202) 325-0505. □

## GI Bill benefits update

Members of the Navy Sea/College Program receive basic Montgomery GI Bill benefits of up to \$10,800 and an additional benefit, or "kicker," of \$8,000. NSCP participants who are separating from active duty service should familiarize themselves with NavOp 87/88 prior to their release.

Under NavOp 87/88, service obligations and benefits are:

- Two years active duty service followed by four years in the selected reserves as an individual mobilization augmentee or in a training category "B" status, requiring 14 days of active duty training annually. Members may participate in training category "A" drills in selected reserve units if they meet the criteria in ComNavRes-ForInst 1123.1E. Participants will receive \$522 per month for 36 months.
- Two years active duty service and a two-year extension or reenlistment, for a minimum of 48 months total active duty service. Participants will receive \$472 per month for 36 months.
- One month active duty service if discharged for hardship or a service-connected disability. The benefit is \$472 per month for each month served.
- A minimum of 20 months active duty if discharged for the convenience of the government. The benefit is \$300 per month for 36

months plus a prorated amount of the "kicker."

Following release from active duty, NSCP members are required to contact their local Naval reserve activity, identify themselves as an NSCP participant and request assistance to process an application for active duty training.

For more information on NSCP, contact J. Korol, NSCP Manager at Autovon 224-5934. For specific questions on the selected reserves and annual active duty training, contact Senior Chief Personnelman Cain, ComNavResFor, at Autovon 363-5420, commercial (504) 948-5420 or toll-free at 1-800-621-8853. □

## Overseas information

Navy personnel who have received or are awaiting overseas orders may now call the Overseas Transfer Information Service to get answers to their questions about their new assignment.

The OTIS hotline provides information such as passport and visa requirements, shipping of household goods and available recreation facilities in an assignment area.

You may dial the hotline toll-free at 1-800-327-8197, Autovon 224-8392/93 or commercial (202) 694-8392/93 between 8 a.m. and 4 p.m., Monday through Friday. During all other times, leave your name, telephone number, assignment location and current working hours on the OTIS answering machine. Your call will be returned on the next working day. Collect calls are also accepted.

You may also send a written request for information to ComNavMilPersCom (N-662), Washington, D.C., 20370-5000. □

## LDO applicants needed

The Limited Duty Officer program was designed to provide the Navy with officers who perform in progressive technical management positions requiring specialized skills that are not attainable through the normal development of other Naval officers.

To be eligible for appointment under the active duty LDO program, all applicants must be chief petty officers (E-7 or E-8) or petty officers first



class (E-6) with 8 to 16 years of service. Petty officer first class applicants must be board selected for promotion to chief petty officer. Applicants must also be high school graduates or possess the service-accepted equivalent, as described in CNETInst 1560.3B, be physically qualified and have a recommendation from their commanding officer.

"We no longer have a surplus of LDOs," said CDR Neil Davis, limited duty and chief warrant officer community manager. "This is a good time for interested sailors to apply, because a large number of LDOs are reaching retirement age," explained Davis. "No chief or first class should hesitate to apply for LDO because they believe they will not have a chance of being selected because of authorized strength cutbacks. We will select from 275 to 300 this year," Davis added.

Eligible candidates must submit formal written application to ComNavMilPersCom (NMPC-211) via their commanding officer by July 1, of the year application is made. Detailed information on application procedures and sample letters of application are available in NavMilPersComInst 1131.1A. □

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## NavCare clinics

Navy civilian contract clinics or NavCare clinics are providing Navy people with better access to primary care. NavCare clinics are operated on a walk-in basis, seven days a week, including holidays.

The clinics provide treatment for both acute and routine illnesses and injuries. Patients may be treated for ailments such as colds, flu, gynecological problems, hypertension and diabetes. Routine physical exams, immunizations, mammographies, lab tests, X-rays, and pharmacy items are also available at the clinics. All services are free of charge to eligible members.

A valid military identification card must be presented and the patient must be enrolled in the Defense Eligibility Enrollment Reporting System. Patients are not required to bring their military health records except when it is beneficial to maintain continuity of chronic care.

Patients requiring services of specialized

physicians will be referred to a Naval hospital. Emergency care is not regularly provided and emergencies are referred to the nearest medical facility capable of providing the necessary treatment.

All NavCare clinics have board-certified medical directors and are staffed by licensed and accredited civilian physicians, nurses and medical technicians.

There are now 10 clinics currently serving the "Navy family." The clinics are located in Charleston, S.C.; Jacksonville, N.C.; Mayport, Fla.; Long Beach, Oceanside and San Francisco, Calif.; and two each in Norfolk and San Diego. □

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## Unit ID marks

Personnel below the rank of chief petty officer who are assigned to a command for permanent duty, will now wear the traditional Navy unit identification mark on their uniform regardless of the type of duty they are assigned.

BuPers notice 1020, dated June 13, 1988 has extended the authority to wear the UIM to all Navy units. Previously, only sailors assigned a permanent change to specified and unified commands were authorized to wear the UIM. This marks the first time in Navy history that the UIM will be worn by sailors assigned to operational commands and shore establishments.

Men wear the UIM on the service dress jumper (blue and white) and on the winter blue shirt and summer white shirt. Women wear the UIM on winter blue and short sleeve white shirts only. The UIM is not worn on the long sleeve dress shirt.

Organizations are authorized to purchase UIMs from operation and maintenance funds. A minimum of seven UIMs should be issued to every E-1 to E-6 at no cost. However, personnel are responsible for having the UIM sewn onto their uniforms.

UIMs may be ordered from Scheryer Embroidery Company, 50 Industrial Ave., Fairview, N.J., 07022. Ordering information is available in NavResSo Instruction 10120.10A dated June 6, 1988. Commands should use contract number DLA 100-88-D-428 when ordering. For more information contact Ms. S. Marinari at commercial (215) 952-5401 or AV 444-5401. □



# MCPON

## *A deck plate perspective*

Story by JOC Robin Barnette, photos by PH2(AC) Scott M. Allen

The new Master Chief Petty Officer of the Navy took over his job in September. To find out what this key position is all about, All Hands talked with the outgoing MCPON, Master Chief Radioman (SW) William H. Plackett and with the incoming MCPON, Master Chief Avionics Technician (AW) Duane R. Bushey. — ed.

You might think the job of Master Chief Petty Officer of the Navy is "cushy." After all, it's shore duty in Washington, D.C., you have your own big office and rub elbows regularly with senior admirals and congressmen.

But the job has certain ... well, not "drawbacks" exactly. Let's say, "challenges."

"If I never see another suitcase, I really don't care," said outgoing MCPON William H. Plackett, with a slightly weary smile. "You take a 16-day trip with 13 different stops and you've never been able to take all the clothes out of your suitcase at the same time. You really wish that you were in a deployed status and had a locker you could call your own, believe me. And as far as transportation arrangements go, Murphy's Law applies in all situations!"

But the purpose behind such challenges makes it worthwhile. The Navy's senior enlisted advisor provides the highest levels of Navy leadership with information and perspective about what's *really* going on that no one else can provide.



"It's a perspective that is slanted from the deck plates up," said Plackett. "That's very much the essence of what this office is all about."

Finding out what the deck plate perspective is requires talking with sailors throughout the fleet. "It's not that you hear of the isolated concern of an individual and come running back to Washington, D.C., and start building the strategy to fix it," Plackett explained. "It's when a trend is obviously developing that you need to get something done. As MCPON, you're a resource that sees more than any other single individual in the Navy, with perhaps the exception of the inspector general."

The new MCPON, Duane Bushey,

**Plackett has provided the highest levels of the Navy with a fleet sailor's perspective.**

pointed out it's important to use your chain of command to solve difficulties, but it's also important to let his office know about problems. "I need to know if the same problem is happening at Whidbey Island, San Diego, Hawaii, and Rota, Spain — that's a Navy problem," he said.

Of course, not everyone gets the chance to meet with the MCPON. "Sailors can call the office," Bushey said, "and I strongly encourage people to write."

In Plackett's three years as MCPON, he found that to some degree sailors talked easily to him be-





**Bushey wants input on all issues — to solve Navy problems.**

cause he was a master chief — “one of them.” “But to another degree, a lot of sailors hold me in awe, because I’m the Master Chief Petty Officer of the Navy,” he said. “But I think for the most part our sailors are not bashful about telling people the way it is. I love it.”

Bushey plans to do a lot of listening during his stint as MCPON. “God gave me one mouth and two ears,” he said. “I should do twice as much listening as talking, and that’ll be my priority.”

Bushey sees his entire career as preparation for his position as MCPON, both in terms of listening to sailors and in having East and West coast experience. He served eight years in Norfolk with VR 31, a now-decommissioned aircraft ferry squadron.

“There’s hardly a Naval base or Naval air station in the U.S. Navy that I haven’t been on,” he said. The ferry squadron transported a variety of planes worldwide. “I had ‘quals’ on eight different aircraft. We’d deliver an A-6 to Alameda and then I’d jump into a P-3 as a flight engineer and go to Hawaii, and I’d catch a C-130 there as navigator to take it to Guam.”

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***“God gave me one mouth and two ears. I should do twice as much listening as talking, and that will be my priority.”***

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But Bushey didn’t spend all his time in the air. “When we’d go to pick up an airplane, I might have five hours with nothing to do,” he said. “I always made it a kind of game of mine to talk with sailors. I’d walk around the shops and talk with people. I’d get to talk with sub sailors, SEALs, all kinds of people. I’d find out which were the good commands, the bad commands, where the problems were. I’ve spent about equal time on both coasts, and sailors are sailors, East to West.”

Bushey’s most recent duty assignment, as command master chief of USS *Theodore Roosevelt* (CVN 71), gave him further experience in communicating with sailors. He had a regular television program on the ship to answer questions and deal with concerns of the crew. In the course of developing his extensive experience in communicating with sailors, Bushey has also learned the value of high standards of conduct.

“One of my top priorities is morality: speak the truth,” he said. “I hope people will learn that I’m going to be honest with them. I’m not going to try to build false hopes. I believe sailors will do anything in the world for you, as long as they know why they’re doing it. I believe strongly in leadership by example. And I believe strongly in family, and family ties.” Bushey and his wife Susan have three children.

He also believes in physical fitness, because it takes a physically fit person to deal with the demands of sea duty. “If you’ve ever been in a fire on a ship, and it takes a couple

days to put it out,” Bushey said, “there’s a lot of fatigue there. There’s a lot of controversy about the Navy’s fitness program. People say, ‘What does the Navy want? A lot of jocks, or do they want someone with knowledge who can work?’ Well, I want both. Not necessarily a ‘jock,’ but to be physically fit. If you’re physically fit, I can work you longer and harder.” Physical fitness also cuts down on the likelihood of high blood pressure or heart disease, which can keep a sailor on shore. “I don’t care how smart you are: you’re not any good to the Navy if you can’t go to sea.”

Keeping himself fit will be important to Bushey in his new job as MCPON. “It’s a very stressful job,” he said. “I’ll need a lot of stamina because of the traveling.” In Plackett’s first year in the office, he spent 207 days on the road for the Navy collecting information.

The concerns sailors express to the MCPON don’t stop in his office. The MCPON writes detailed trip reports about what he’s learned for the Chief of Naval Operations and the Chief of Naval Personnel. The MCPON meets with the CNO, every morning that they’re both in town and monthly with him for an in-depth discussion. The MCPON also meets with the Chief of Naval Personnel as needs dictate.

The MCPON also testifies before Congress. “The effectiveness of the senior enlisted members as witnesses before congressional subcommittees is the fact that they can be candid, and they *are* candid with



congressional members," said Plackett. He emphasized that a MCPON supports Navy policy and the chain of command. "But when you want some real input on how it is at the deck plate, MCPON's one person you can always go to."

The credibility of the MCPON is critical. "The ability to affect the things that impact on the quality-of-life of sailors on a day-to-day basis depends on the credibility that you establish from within this office," said Plackett. "When I come back and say, 'We've got a problem,' and the chain of command — the Commander Naval Military Personnel Command and Chief of Naval Personnel — immediately responds to that problem, that's effectiveness."

Bushey recognizes the importance of credibility, also. "I have to build credibility up the chain of command," he said, "so that it's not Duane Bushey talking, but the sailors talking."

The issues that the MCPON deals with include quality-of-life and professional development concerns. "I'm very proud of the fact that we've put Navy families on the map," Plackett said. "Our Navy families are a consideration in any policy discussion as it pertains to people. I also think we were directly responsible for establishing a cogent policy on high-year tenure that was fair and kept the best quality people on active duty."

Plackett also credits his office with having a say in the continuation of the Senior Enlisted Academy. "When I came into the office three years ago, my first job was to save the funding for the academy," he said. "I didn't do that by myself. I did it as a voice, and I'm proud that we were able to get that turned around, not once but twice."

Bushey sees his primary challenge as building on and refining current Navy programs. "I'm not an advo-

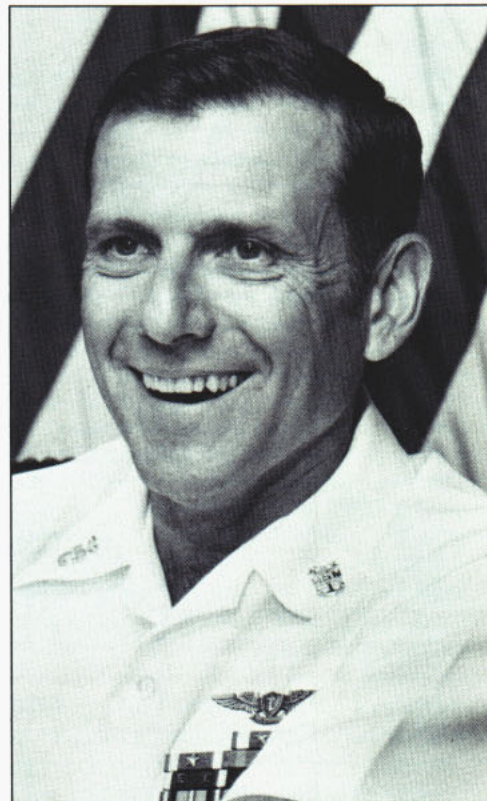
cate of change for the sake of change or to make a name for myself," he said. "I think Navy leadership in the last seven or eight years has really focused a lot on people and people programs. What I'd like, is to do 'preventive maintenance' on them."

He pointed out the growing number of married Navy personnel and the importance of family services programs. "If we want to keep our people, we've got to take care of the family," Bushey said. Family services programs are also for the benefit of single sailors, he said.

"Ombudsmen are very important," Bushey continued. "I want to see the program beefed up and growing. On the 'TR' we had the ombudsmen contact single guys, too. That's not done in every command. But every sailor has someone who loves him — a brother or sister or mother." An ombudsman may serve as a point of contact for a sailor's extended family in a time of need. This becomes increasingly important as the number of military service-age males drops in the next decade, meaning a smaller pool from which to recruit.

Leadership is another area that Bushey wants to emphasize during his tour as MCPON that could affect retention. "We need to get a better understanding of what a powerful recruiting force that the personal touch of leadership by the khaki community and the senior supervisor can be," he said. "We must build up the number of first-termers we retain. So many times we get so wrapped up worrying about the pump in the machinery room, we forget about this young sailor over in the corner, hurting. I think we need to personalize our leadership a bit more."

Whatever Bushey does as MCPON, he said it's important for sailors to understand the system: how the Navy works and how Con-



**Bushey says one of his top priorities is morality: speak the truth.**

gress fits into the picture. He sees today's sailors as better informed and more politically minded than when he joined the Navy in 1962.

Plackett pointed out that not all problems in the Navy are necessarily Navy-generated. "Everybody automatically blames mother Navy for everything," he said. "The common thing is, 'They won't let me do this' or 'They're not giving that to me.' Well, who is 'they'? Everyone says: 'It's the Navy.' No, it's *not* the Navy! The Navy wants to give sailors a 25 percent pay raise. But is Congress going to give the money to do it?"

"Everybody recognizes that it's Congress. But when you really start trying to pin it down in your mind, the first thing you look at is the most visible thing and that is the Navy," Plackett continued. "But the fact is, the Navy has very little control over a lot of those things."

The MCPON has been talking with sailors and helping to pinpoint problems areas since 1967. "In the



"It has gone from a billet that was kind of ill-defined in terms of responsibilities, to a billet that has become specifically defined and yet has had an expanding role."

and advising them — 'Here's what's really happening to our people.'"

Plackett believes the importance of the MCPON's job lies in its use as a resource. "The people who make the policy need a resource. Above all, the CNO and the Chief of Naval Personnel — they by-gosh need to have some sailor input," he said. "They need to have someone who can go out there and look at it firsthand, then lay it on the boss's desk and say, 'Boss, this is the way it is.'

"There is no reason for us to be anything other than candid on any issue," Plackett said. "If you're saying it from a sincere point of view and it's valid, then no one can ever argue with that. Sometimes you've got to have someone tell you the way it really is, not the way that people would like to believe that it is."

is, and it's the sailors who are the top priority of the Navy's senior enlisted advisor.

"I used to say on 'TR,'" said Bushy, "that the most important thing we have on that ship is the people. We can replace the pump or the engine room, but *we can't replace the people.*" □

*Barnette is the senior staff writer for All Hands. Allen is a photojournalist assigned to All Hands.*

Have a problem that you think might be part of a Navywide trend? Let the MCPON know! Write Master Chief Bushey at Office of the Master Chief Petty Officer of the Navy, OP-00A, Dept. of the Navy, Washington, D.C. 20350-2000. □

A black and white photograph of a smiling man in a white naval officer's uniform, standing behind a large collection of US Navy caps. The caps are arranged on a table in front of him, many with names and ship numbers. The background is a wood-paneled wall with more caps and a framed portrait.



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# The Navy's finest

Story by JO2(SW) Gary Ross, photos by PH2(AC) Scott M. Allen

Out of the more than 365,000 hard-working and dedicated sailors in the Navy today, only four came out on top. Four people chosen as the "best of the best" and epitomizing today's sailor — a person bursting with pride, love of country and a firm commitment in getting the job done, whatever the cost.

This year's Atlantic Fleet, Pacific Fleet, Shore and Reserve Sailors of the Year talked with *All Hands* and each of them echoed the same sentiment — that if it wasn't for the people they worked with and worked for, they wouldn't be where they are today. Call it modesty or true dedication to duty. Whatever the case, *All Hands* salutes four of the "Navy's finest." □

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# TMC(SS) Arthur P. Arko

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## Atlantic Fleet

**Home:** Mt. Clemens, Mich.

**Age:** 27

**Profession:** Chief Torpedoman's Mate (Submarines).

**Current duty station:** Special assistant to Fleet Master Chief, Atlantic Fleet.

**Previous assignments:** USS *John Marshall* (SSN 611); Instructor and Company Commander, Naval Guided Missile School and Integrated Training Battalion, Dam Neck, Va.; USS *Bergall* (SSN 667).

**Awards:** Navy Commendation Medal, Navy Achievement Medal, Meritorious Unit Commendation (bronze star), Good Conduct Medal (bronze star), Navy Expeditionary Medal and Sea Service Ribbon (bronze star).

**Community involvement:** Assistant local Cub Scout leader.

**Marital status:** Married; wife, Julie; two sons, John and Michael.

**On competition and representation:** "When you're competing for something such as sailor of the year, the bottom line is 'good hard work pays off.' I was fortunate enough to work with good people and remember the advice they gave me — remember who you represent. It was more important



for me at the different levels of competition to win for my command than it was to win for myself."

**On teamwork:** "I had a second class in my division — I learned from him. I worked

with good people. They made the division look good — not me — but the division as a whole. We worked together as a tightknit organization and worked as a team, not as individuals." □



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# MMC(SS) Peter G. Fleck

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## Pacific Fleet

**Home:** St. Cloud, Minn.

**Age:** 29

**Profession:** Chief Machinist's Mate (Nuclear) (Submarines).

**Current duty station:** Special assistant to Fleet Master Chief, Pacific Fleet.

**Previous assignments:** USS *Omaha* (SSN 692); Instructor, Naval Nuclear Power Training Site, Idaho Falls, Idaho.

**Education:** Naval Nuclear Power School, Engineering Administration, Fuel Gas Welding, Shield Arc Welding, Air Conditioning and Refrigeration and Machinist Tool Operator.

**Awards:** Navy Commendation Medal, Navy Achievement Medal and Good Conduct Medal.

**Community involvement:** Instructor, American Red Cross cardiopulmonary resuscitation course and assistant coach for Little League baseball.

**Marital status:** Single.

**On the Navy/family team:** "My family is really important to me — maybe not so much in my career, but I really want them to understand why I'm doing the things I'm doing. Living in Minnesota, you don't get a good look at the



military, let alone the Navy."

**On junior petty officers:** "I think E-4 or E-5s really underestimate their leadership capabilities — they're a little bit afraid to take that extra step. It's not until you're an E-6 or

E-7 before you begin to realize how important E-4s and E-5s really are — you've got that guy who's always there and doesn't have to be told what to do. It makes your job that much easier." □



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# AMSC(AW) Beth L. Blevins

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## Shore

**Home:** Janesville, Wis.

**Age:** 28

**Profession:** Chief Aviation Structural Mechanic (Air Warfare)

**Current duty station:** Special assistant to the Master Chief Petty Officer of the Navy.

**Previous assignments:** Fleet Logistics Support Squadron 40, Norfolk, Va.; Aircraft Intermediate Maintenance Department, Rota, Spain; Training Squadron 19, Meridian, Miss.

**Awards:** Navy Commendation Medal, Navy Achievement Medal, Meritorious Unit Commendation, Good Conduct Medal and Navy and Marine Corps Overseas Ribbon.

**Community involvement:** Volunteer for America's Battle Against Illiteracy and local Special Olympics.

**Marital status:** Married; husband, James (active-duty Navy, ABH2); daughter, Cassandra.

**The formula for success:** "The Navy demands a lot of you. Up to the point when you become selection board-eligible for chief, you're your own ship's captain. You can be a 4.0 sailor, have the very best evals, but if you don't study for



your advancement exam, you're just not going to make it. You have to have the attitude that if they're going to advance only one, it's going to be me."

**The "Navy team" makes a**

**good leader:** "You can't be a good supervisor, if your division isn't working well. You provide leadership and try to guide them, but when you get right down to it, it's your people who make it happen." □



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# AMHC(AW) Keith A. Galang

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## Reserve

**Home:** Waipahu, Hawaii.

**Age:** 37

**Profession:** Military—Chief Aviation Mechanic (Air Warfare) (Hydraulics); Civilian—marine machinery mechanic, Pearl Harbor Naval Shipyard, Hawaii.

**Current duty station:** Special assistant to the Master Chief of the Naval Reserve Force.

**Education:** Associate of Arts degree from Leward Community College, Hawaii, and an Associate of Science degree in Applied Trades from Honolulu Community College.

**Awards:** Navy Commendation Medal, Meritorious Unit Commendation, Good Conduct Medal, Naval Reserve Meritorious Service Medal, National Defense Medal, Vietnam Service Medal, Vietnam Campaign Medal, Navy Rifle Ribbon (Sharpshooter) and Navy Pistol Ribbon (Expert).

**Community involvement:** Religious Education Youth Minister, St. Joseph's Church, Waipahu, Hawaii; Board of directors for the Parent/Teachers Group at St. Joseph's School; and scoutmaster of Boy Scout Troop 43, Aloha Council.

**Marital status:** married; wife Bernadette, two sons,



Keith Jr. and Keenan; two daughters, Kristen and Kylie.

**On making the best of a Navy career:** "It's a commitment — complete and true. For me, I made mine between my eight years of active duty

service and when I went into the Reserves. The Navy kind of grew on me — the uniforms, the discipline — and in the Reserves, I was always afforded the opportunity to make the best of my career." □





# First day, last day

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*All Hands followed two sailors as they spent their first and last day aboard USS Kennedy.*

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Story by JO1 Melissa Lefler, photos by PH1 Chuck Mussi

Just after 10 p.m., the white van, dubbed an airport "limousine," pulled up to the chain-link gate at pier 12, ready to discharge its last passenger.

Seaman Recruit Timothy Williams climbed slowly out of the van. He was tired; his flight from Atlanta had been delayed because of thunderstorms, lengthening his journey from Tuscaloosa, Ala., from two hours to four. He straightened his "dixie cup," tugged the ends of his neckerchief, dumped his sea bag onto the pavement, and stared up at the 82,000-ton aircraft carrier.

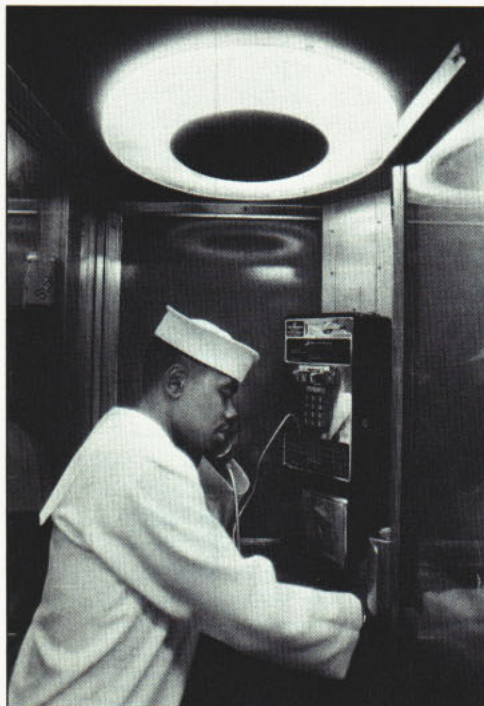
When Williams graduated from ship's servicemen "A" school two weeks before, he had received orders to USS *John F. Kennedy* (CV 67) — not his first choice for a first duty station. Like many seamen before him, what he

wanted was not what he got; he had hoped for orders to a smaller ship, like a frigate, where he would soon get to know everyone. Now, he stood on the concrete pier, blanketed by stifling 90-degree night air, confronting the aft brow of the enormous floating, 12-story skyscraper, and was ignored by late-night joggers who plodded by.

Some ten hours earlier, in the full blast of noon-day heat and humidity, Chief Postal Clerk Phillip Watson had also paused and gazed up at the enormous carrier before climbing Kennedy's aft brow. Surrounded by a clutch of relatives and friends, Watson had come to retire after 26 years in the Navy. The retirement ceremony aboard Kennedy was to be his bon voyage to the Navy life he loved.



Below: Williams must rely on the telephone to keep in touch while Watson (right) looks forward to being there. Far right top: Airport travelers rush by an uncertain Williams. Far right below: Watson's last duty — cleaning out his desk.



\* \* \*

The beginning and ending of Navy life for these two men had overlapped by three months; they missed serving together aboard *Kennedy* by about eight hours.

\* \* \*

Williams remembered to salute *Kennedy's* officer of the deck and the ensign that first night, but he forgot the flag had been lowered about four hours earlier, which made his first salute unnecessary. As he requested permission to come aboard, a duty-section escort, Ship's Serviceman 3rd Class Tony Allen, from Williams' division, was waiting on the quarterdeck. Allen had been assigned as Williams' "guardian angel" for the next 24 hours, to keep him from wandering lost through the impossibly complicated maze of 7,000 compartments and passageways throughout the ship.

With Allen leading the way, the two sailors made their way through

the dim, deserted hangar bay, skirting crates of pre-deployment supplies, yellow forklifts and airplane parts. They climbed through hatchways and down two ladders to the master-at-arms shack, which was just around the corner from the mess deck. A ship's master chief master-at-arms tolerantly looked over the slim 19-year-old recruit, gave him a warm smile and down-home "welcome aboard," and followed that with an abbreviated version of the "not-on-my-ship, not-in-my-Navy" drug lecture.

A master-at-arms searched through Williams' luggage for guns, knives, drugs, liquor and anything else that would not be allowed on board, and found none. Another sailor handed Williams one military-issue, dark-green, scratchy wool blanket for his bunk. As midnight approached, Williams headed toward his berthing compartment, fatigue competing with the wish to call his mother and fiancée in Tuscaloosa. The reality of his new situation was

sinking in. "What am I doing here?" he asked himself.

Twenty miles away, as midnight rolled around, Watson also remained awake and stared at the bedroom ceiling of his two-story colonial home in suburban Virginia Beach.

"What am I going to wear tomorrow?" he had asked his commanding officer half-jokingly during his 3 p.m. retirement ceremony speech. The captain and the audience had laughed obligingly; it's hard to imagine what you will wear for the rest of your life when you are used to the uniform of the day.

But late that night, the question seemed less humorous. Rows of clean summer whites, khakis and winter dress blues lined up for "muster" in his closet, now useless, waiting to be sold.

Meanwhile, Williams was having no trouble deciding what to do with his uniforms. Hurriedly, he yanked his dungarees out of his sea bag, stowed them in the coffin locker,





and found he had plenty of room for shampoo, soap and a shaving kit. Following the advice of his "A" school instructors and boot camp company commander, he had packed few civilian clothes — mostly running shorts and T-shirts for working out. He neatly hung his dress uniforms, peacoat and civilian pants and shirts in a stand-up locker next to his rack.

A stand-up locker was a convenience Watson didn't have, and didn't need, when he came aboard his first Navy ship in 1963, because unlike Williams, he wasn't allowed to bring civilian clothes aboard. But like Williams, Watson reported late

at night. He recalls that night, 25 years ago, as clearly as if it were a videotape he viewed an hour ago.

"You know the adage, 'What do you think, I was born yesterday?' Well, the Navy version of that is, 'Do you think I came in during the mid-watch?'" Watson said. "Actually, I did report to my first ship during the mid-watch, June 12, 1963. It was the ammunition ship USS Shasta (AE 36), tied up to pier 2 or 3, right here in Norfolk — it has since gone to the scrap metal graveyard.

"The master-at-arms came to take me down below," Watson recalled, "because it was midnight, the compartment only had red lights on. They didn't have a bunk for me, so the MAA let me sleep in his rack because he slept in the master-at-arms office."

Watson said that now the Navy has standards about how much room each sailor gets, and only allows racks three tiers high.

"The racks they had then were four tiers high. You had a piece of canvas that had grommets in it, stretched between aluminum tubes with a piece of line that you lashed to the canvas and the frame, and you tightened it up periodically," Watson said.

"Well, that night the guy sleeping in the rack above me was pretty heavy — the Navy would call him 'obese' nowadays. When I got in the rack, he was about two or three inches off my chest. Evidently, he hadn't tightened up his line for quite a while."

At 18, Watson was six feet tall and 130 pounds. Even so, he wasn't thin enough that night.

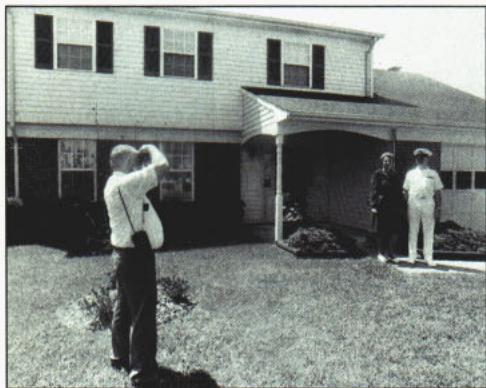
"The next morning I woke up with canvas burns on my elbows and knees from trying to turn over. After that, on any new ship, I always tried to get the top rack."

Watson experienced disappointment more severe than Williams' when he learned of his first permanent assignment. Watson reported to his first ship as a non-designated striker, E-3. Before enlisting, Watson, a trombonist for his high school band, auditioned for and was accepted into Navy musicians' "A" school. But he was dropped from the "A" school because he couldn't keep up with the music theory academic course work, and was sent to Shasta. Watson recalls the feelings of bitterness and depression that he carried aboard his first ship.

"I felt like everything was all over, my life was over," Watson said. "If



**Right: Williams will have "enough" storage space, but not as much as Watson (below). Far right top: Watson entertains his family with a video of himself on NAS Bermuda television. Far right below: Williams meets his new division officer.**



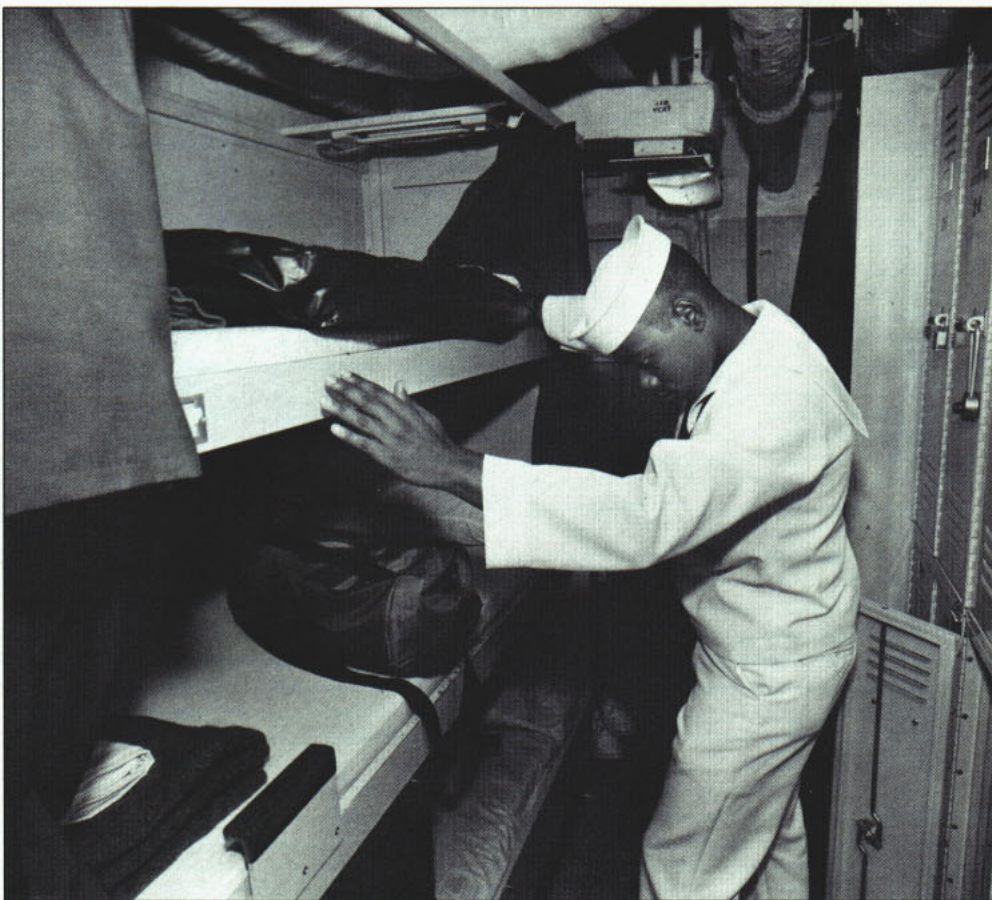
*you had asked me then, I would have told you I would never make the Navy a career. At that point, I planned to finish my three more years and then put the Navy behind me as fast as possible."*

After three months of mess-cooking, and a stint in the deck division, Watson got a chance to work in the ship's post office. He noticed the eagerness with which the sailors lined up for mail call every day, and he realized how important the mail was to the ship's morale. "Mail call is probably the single most important event of the day, when you are out to sea," Watson said.

Aboard Kennedy during its last Mediterranean cruise, Watson and the other postal clerks made it possible for that important event to happen daily, not only for the 5,000 men on board, but for the thousands more sailors on the "small boys," or accompanying ships with the carrier battle group. Watson said that during deployment, the carrier is the floating central post office for the entire battle group.

During Watson's retirement ceremony, it was evident how much people on the carrier appreciate the "mailman."

"No, I don't work with him, but



*he brings my mail every day," said an air traffic controller, explaining why he had put on his dress uniform during off-duty time to attend Watson's retirement.*

"What a popular guy — the guy who brings the mail," echoed Kennedy's commanding officer, CAPT Hugh Wisely, gazing from behind the lectern at Watson's retirement ceremony audience, half of whom were standing. "How can he go wrong, as long as he brings the mail?"

About 100 of Watson's friends packed Kennedy's forecandle: postal clerks from his division, fellow chiefs, shipmates who had previously retired, a Kennedy chaplain and sailors from all over the ship. Three civilian men Watson sings with in a local barbershop quartet sat in the first row. Watson's wife of 22 years, Christine, and 19-year-old daughter, Angela, flanked Watson to his left, joined by two brothers from Pennsylvania, and a sister from Wyoming. To be at their son's retirement, Watson's parents, John

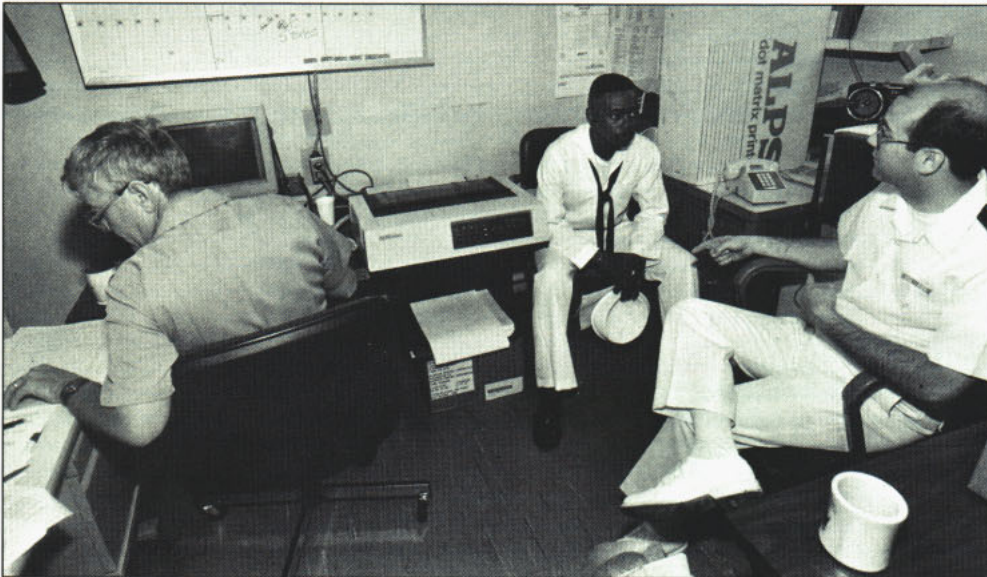
and Mary Watson, drove all the way to Virginia from Wisconsin.

About six weeks earlier, Watson began planning his retirement ceremony, sending out nearly 75 engraved invitations, with R.S.V.P. cards inside. He asked eight chief postal clerks in the Norfolk area to be his sideboys — more chief postal clerks than there were in the entire Navy, joked the chiefs from Kennedy. Invitations also went to every Norfolk-area Navy postal clerk aboard ship and on shore. Some came to the ceremony, even though they had never met Watson.

The audience sat quietly between the two gigantic anchor chains running the length of the forecandle, listening to Wisely read the roll of Watson's achievements: the Navy Achievement Medal, Meritorious Unit Commendation, four awards of the Navy Battle Efficiency "E" ribbon, six Good Conduct Medals, two Expert Pistol awards, three Sea Service Ribbons and two Navy/Marine Corps Overseas Service ribbons.

Christine was included in the cer-





emony; in his speech, the captain praised her years of patience and willing support. She received a certificate of appreciation, a photo of the ship from the commanding officer and a dozen red roses from the chief petty officer's mess. Watson's mother was close to tears as she received an identical bouquet.

A wooden shadow box, presented to Watson by Kennedy's chiefs, included an engraved brass nameplate for each of Watson's duty stations.

After her son's retirement ceremony, Mary Watson said she re-

membered when her husband signed their son up for the Navy immediately after his high school graduation. Watson was 17 in June 1962, when he left for boot camp in Great Lakes, Ill.

"Where did 26 years go?" Watson asked the postal clerks rhetorically the Wednesday before his retirement.

In the aft ship's post office on the hangar deck, he was emptying the books and papers from his gray metal desk into two small cardboard boxes—a job that took about an hour and a half. The last thing

that he took out of his desk was a large Bible with a burgundy leather cover, which he carefully placed on the top of one of the boxes.

"Why retire now? I would have stayed longer, but I have to be honest. In the postal clerk rating, as an E-7, 26 years is the maximum. I had no choice," Watson said. "I guess it's time for the old man to go and make room at the top for some of these young guys."

Watson said his Navy career was put together enlistment by enlistment, but he doesn't advise today's young sailors to do it that way.

"My mistake was not making the full commitment from the start. I was always saying to myself, 'Well in two years, or three years, I can get out.'"

"I almost got out after 11 years. I had a job offer with United Postal Service, making big money. I was on USS Hunley (AS 31). It was in Bremerton, [Wash.] in the shipyard, and Christine was in San Diego. Job satisfaction was at a low."

A second set of orders to London changed his mind. Christine was anxious to live in England near her family. Staying in turned out to be for the best. Watson found out, shortly after their arrival in London,



Right: Williams "hurries up to wait" when checking into disbursing on payday. Below: For Watson, the "wait" is over. Far right: Both Williams and Watson "push" forward to promising futures.



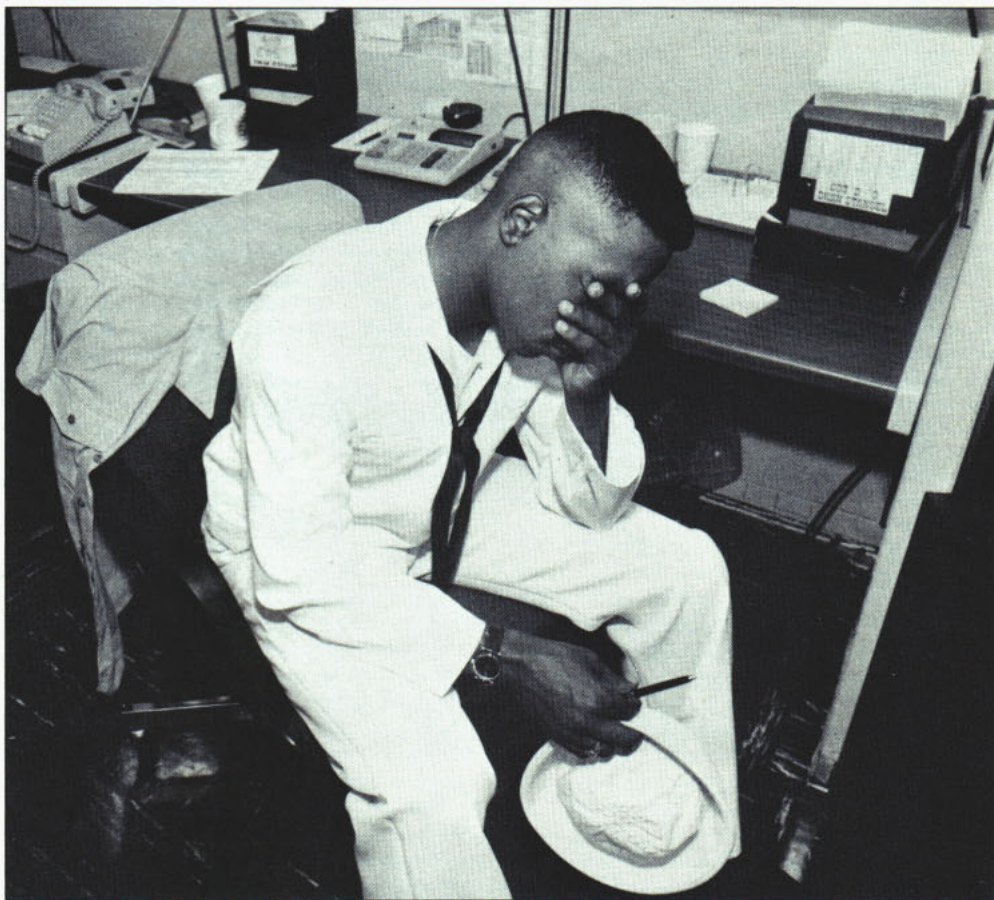
that UPS had gone on strike and he would have been laid off.

Job security was the fundamental reason Timothy Williams joined the Navy a year after graduating from high school in 1987. Just a few months into his first enlistment, Williams is already reasonably certain he will stay in the Navy for 20 years.

"Compared to what I was making stocking shelves in the supermarket in Alabama, the Navy pays pretty well," Williams said. Currently, an E-1 makes about \$670 a month base pay, compared to \$138 Watson collected each month back in 1962.

As if he had heard Watson's advice to young seamen, Williams is a man with a plan. He has a long-term goal: wearing chief's khakis — much the same as the ones waiting to be sold out of Watson's closet. Williams also has medium-range goals — making petty officer third class and getting married. Finally, he has short-term goals — surviving mess-cooking, going to his rating's "C" school to learn records-keeping and working in the ship's store.

"When do you think I can get to 'C' school?" Williams asked Allen shyly, after having some blueberry pancakes for his first breakfast



aboard *Kennedy*. It was 6 a.m., Friday, and payday, and Allen, his "guardian angel," had recommended Williams begin early if he wanted to complete his check-in in one day.

"When we get back from the Med cruise, you will probably get to go to 'C' school," Allen said.

There were 11 stops on Williams' check-in sheet. Trudging after Allen up and down countless ladders and through maze-like passageways, Williams tried to familiarize himself with certain guideposts and key locations on the check-in sheet — the post office, disbursing office, sick bay and his division office.

Throughout Williams' first day, from one check-in point to the next, the carrier's upcoming six-month Mediterranean deployment was the main topic of discussion.

At medical, the corpsman gave Williams the typhoid shot he must have before going into a semi-tropical climate such as Africa or the Middle East. The dental officer examined Williams' teeth, made notes on his chart of several cavities, and

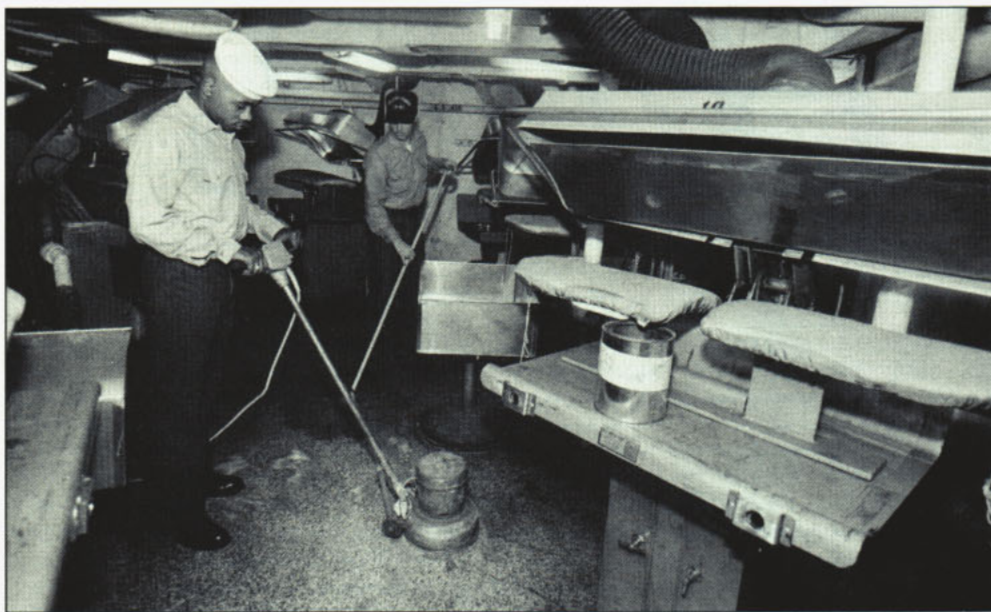
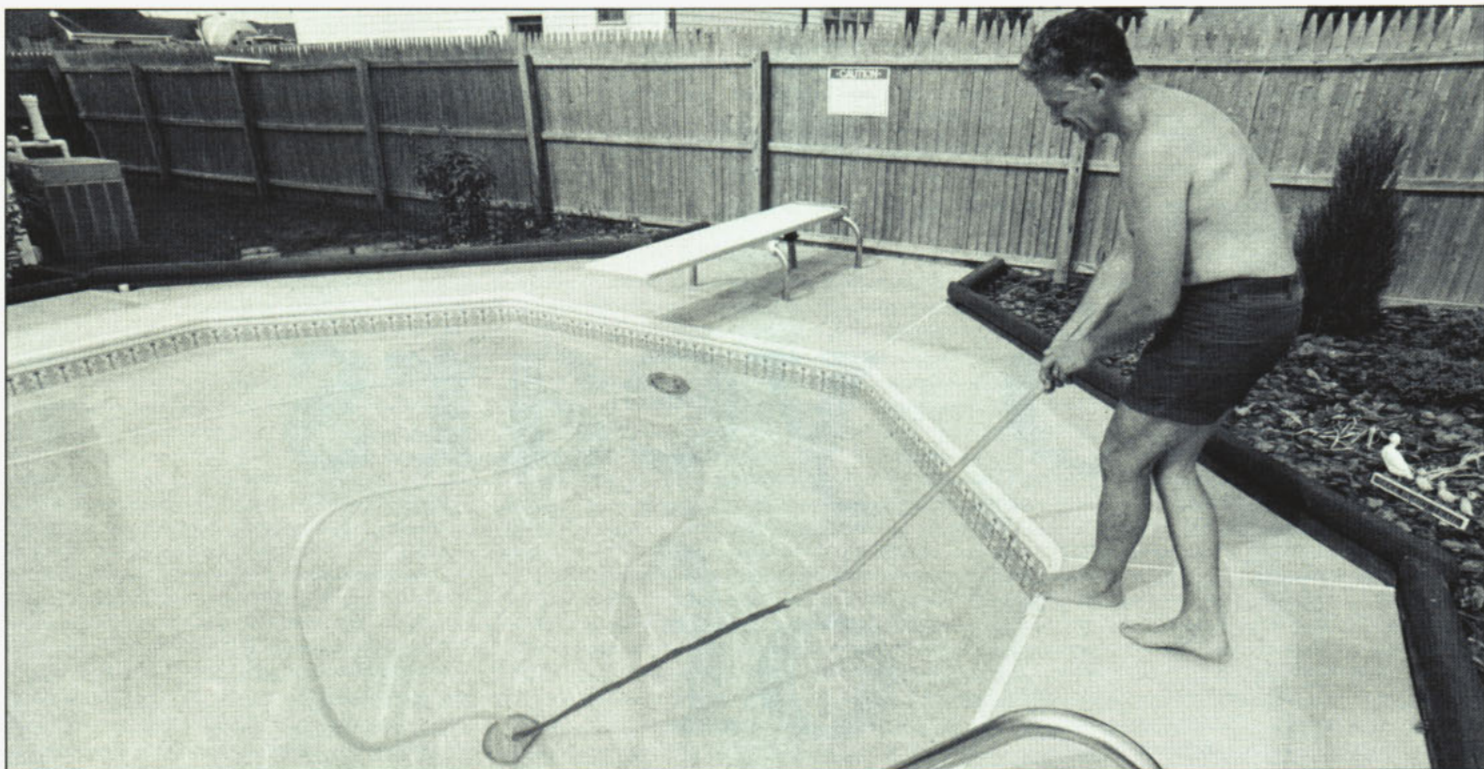
told him to come back and make appointments to have them filled once the ship is underway. "We'll have plenty of time to fix them then," the dentist said.

During a welcome-aboard interview, Williams' division officer, a limited duty supply officer, lists the liberty ports the carrier is scheduled to visit: Barcelona, Spain; Tunis, Tunisia; Cannes, France; Naples, Italy; and Alexandria, Egypt. "You'll be looking up at the Pyramids a few months from now," the lieutenant junior grade said. Williams remained silent throughout the interview, nodding and smiling agreement — his eyes lit up at the prospect.

Late Friday afternoon, Williams visited the ship's store, one of his department's responsibilities, and bought a disc camera. He said he wanted to be able to take photographs of Europe to send to his mother and girlfriend. He had called his mother collect around midnight the night before, from the pay phone across from pier 12.

"I told her the ship was big, and it





would take me two years to learn my way around it," Williams said. He also told her about the ports he had heard he would soon visit. "She was happy for me," he said, "because she knows that's one reason I joined: to see the world."

Williams had already begun to make the best of carrier duty, at least in his own mind. "I think I'll feel safer on a carrier than on a smaller ship. And a big ship won't rock so much when the big waves hit."

Friday night, even though Wil-

liams had been up since 5 a.m., he decided to go with some new shipmates and enjoy liberty.

"When Friday night comes, I just get a lot of energy," Williams said.

After staying up most of the night Friday, Williams and his new buddies followed the same itinerary Saturday night. But Sunday night, with Monday morning muster set for 4:30 the next day, Williams was in his rack at 9 p.m.

He couldn't get to sleep.

"I lay in the rack for about two

hours, thinking about my family, and when I would see them again," he said. Besides his mother and fiancée, Williams was missing his 16-year-old sister, and 2-year-old little brother. "I realized that it will be six months, maybe more, before I can get leave and go home.

"I got to thinking that I was going to be away for my birthday, Thanksgiving, Christmas, New Year's and my mother's birthday.

"That's just something I have to deal with," Williams said. "You can't live at home forever."

In Virginia Beach, Thursday morning, Christine Watson had been thinking along the same lines, but in reverse, as she got ready for her husband's retirement ceremony. She repeated her thoughts to Kennedy's commanding officer and the audience, when Wisely called her up to receive her bouquet of roses.

"Now," she said, "we will make up for all the birthdays, and Christmases, and Fourth of July picnics, and anniversaries that Phil has missed." □

Lefler is assigned to NIRA Det. 4, Norfolk, Mussi is a photojournalist assigned to All Hands.



# 65 years of *All Hands*

Story by JO2 Mike McKinley

*All Hands* magazine is 65 years old this fall. The great-grandfather of the present day magazine was the Bureau of Navigation's *News Bulletin* which was first published in September 1922. For the next 20 years the *News Bulletin* was the Navy's primary general information publication. Then in June 1942, the *News Bulletin* became the Bureau of Naval Personnel *Information Bulletin* when the Bureau of Navigation changed its name to Bureau of Naval Personnel.

The *Information Bulletin* in its September 1943 issue displayed the title *All Hands* for the first time. The simple story behind this change in the magazine's name may best be told by an editor's note that appeared on Page 40 of that issue of the maga-

zine, stating the purpose:

*"To make as explicit as possible the fact that this magazine is intended for all Naval personnel — for all hands."*

A little box of blue was placed on the cover with a prominent statement to that effect. Readers understood. This was a magazine they had come to consider their own, to differentiate from the countless "bulletins" which covered official matters or specific reader groups. This was their common, comprehensive source of news and information — not official but authoritative — and it was, as the announcement said, for all hands. And so, they changed the name among themselves and actually began calling the *Information Bulletin* by a new name: *All Hands*.

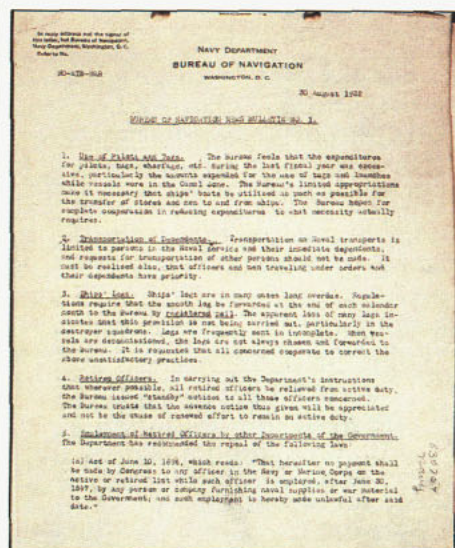
*"One cannot ask more of a name for a magazine than that it reflect its purpose and content and that it be something spontaneously acceptable. Accordingly, in the interest of even greater service for the magazine, the Bureau is pleased to follow the nomination of Navy men and women: All Hands it is."*

It's important to note, that although Navy personnel called the magazine *All Hands*, the *All Hands* title did not appear on the magazine until June 1945.

In commemoration of *All Hands*' 65th anniversary, we have reviewed the extensive *All Hands* archives kept by NIRA's Garland Powell. The following seven pages showcase a representative selection of *All Hands* covering nearly eight decades.

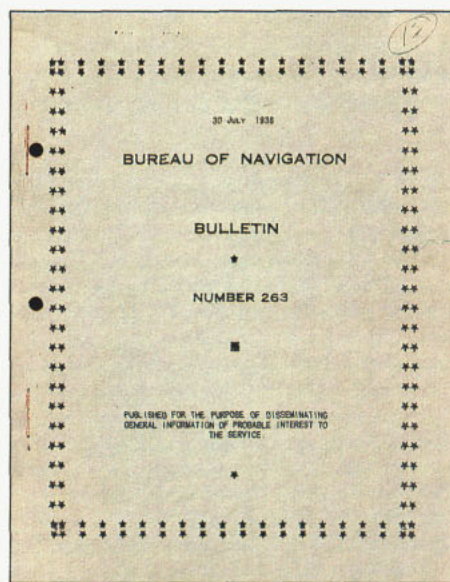


On Aug. 30, 1922, the *Bureau of Navigation News Bulletin* No.1, made its appearance at shore stations and on board the ships of the U.S. Navy. The bulletin was plain and unadorned, with a no-nonsense, right-to-the-point news format. The editors from BuNav made the claim that the publication would be "issued from time to time, to place before officers information concerning



Bureau activities that may be of general interest."

Highlighting this first issue was the Bureau's complaint that expenditures for pilots, tugs and use of wharves for the fiscal year 1921, especially in the Panama Canal Zone, were taking too big a bite out of Bureau appropriations. The Bureau requested that ships' boats be used as much as possible for transfer of stores and men to and from ships. Also, ships' logs weren't being sent to the Bureau on time at the end of each calendar month and many of those that were sent were incomplete. A little cooperation was requested from all ships, especially those in destroyer squadrons, which were singled out as the biggest offenders.



The July 30, 1938, *Bulletin* No. 263 spotlighted the men of the Yangtze river gunboat USS *Panay* (PR 5). *Panay* was attacked and sunk by low-flying Japanese aircraft near Nanking, China, on Dec. 12, 1937, during a Japanese raid on Nanking. Though America was neutral in the war between Japan and China and the gunboat clearly displayed American markings, it was still attacked. Two crewmen were killed and 43 were wounded. The Secretary of the Navy awarded the Navy Cross to 23 enlisted men for extraordinary heroism while serving on board *Panay*.

Nearly half of the awards were presented to sailors who courageously operated machine gun batteries against the attacking planes, even though these guns could not bear forward, from which direction most of the attacks were made. The men remained at their guns until ammunition was expended, or until ordered to abandon ship. Many were painfully wounded and yet assisted in carrying other, more seriously wounded comrades from the ship six miles to a hospital.

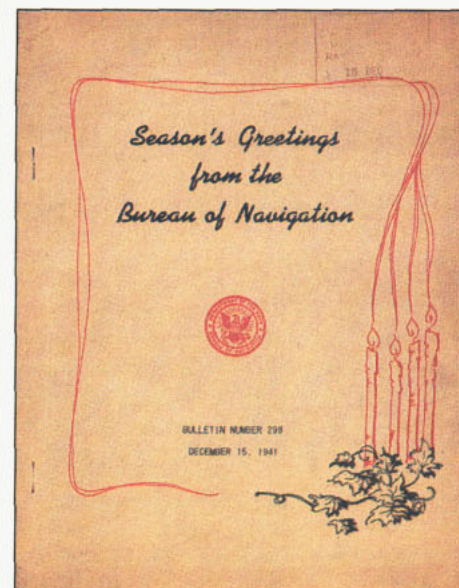
Japan apologized for the error and paid a large indemnity.

One week after the Japanese attack on Pearl Harbor, the Dec. 15, 1941 *Bulletin* carried a somber Christmas greeting from RADM Chester W. Nimitz, Chief of the Bureau of Navigation at that time. In part he wrote:

"As the year draws to a close, our country is engaged in a war with the Axis Powers that will require our utmost exertions, both physical and mental.

"The Navy has been trained and prepared to fight a successful war. I know that our officers and men can take punishment, but more importantly — they can dish it out. We have been hit hard and we have already commenced hitting back, but we will hit harder. I know our Navy will carry on.

"To the officers and men of the



Naval service and their families, I extend my sincere Christmas greetings and best wishes for a successful New Year."

Also, the Secretary of the Navy stated that dependents would no longer be given transportation to Greenland or Iceland, as all ships would carry troops only.



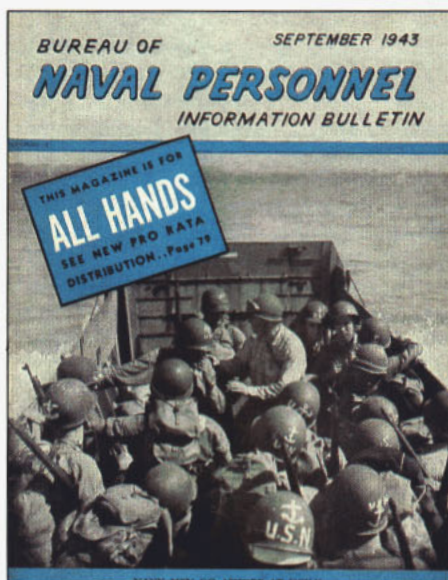
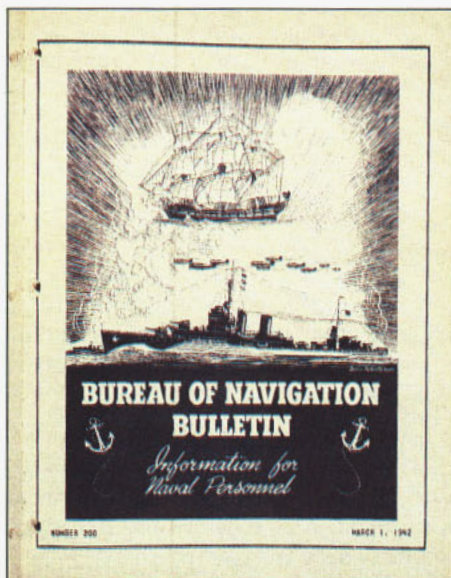
The March 1, 1942, issue of *All Hands* was one of the first issues to display extensive artwork on the front cover. Drawn by Naval Reservist Bruce Roberts, the cover art represented the long heritage of our fighting Navy.

This issue covered the awarding of the Distinguished Flying Cross to two Navy enlisted airmen. The recipients were Aviation Chief Machinist's Mate Ashley Clinton Snow Jr. and Chief Radioman Earle Baker. Clinton and Snow were cited for extraordinary achievements while participating in hazardous flights in Antarctica in 1939-40.

Snow and Baker, as pilot and co-pilot/radio operator respectively, piloted their plane on many flights during which they discovered unexplored mountain ranges, uncharted islands and 700 miles of previously unknown Antarctic coastline.

Many of these extraordinary flights were made over heavy, broken pack ice, where a forced landing would have resulted in a crash and rescue would have been practically impossible.

Secretary of the Navy, Frank Cox, presented the awards.



On the front cover of the September 1943 *Bulletin* the term *All Hands* first appeared, reminding sailors that distribution of the bulletin would be limited to one issue for each 10 officers and enlisted personnel. The actual name change came in 1945.

The feature story in the European theater centered on the U.S. Navy and its role in the invasion of Sicily, written by the famed war correspondent Ernie Pyle. Published under the bulletin's "Eyewitness Account of the Month" section, Pyle described U.S. sailors as "young men — newly trained — [who] carried through the test like veterans."

The big story in the Pacific was the U.S. and Canadian amphibious assault on the island of Kiska in the Aleutians. Kiska was taken by the Allies on Aug. 15, 1943, without a struggle since the Japanese forces, numbering between 7,500 and 11,000 were ordered by Tokyo to withdraw. The retaking of Kiska gave the Allies an unbroken string of bases toward the Kuriles and provided a vital steppingstone on the road to Japan. For the Allies, Kiska offered potential as a bomber base.

In June 1945, the bulletin was officially titled *All Hands* with the "Victory in Europe" issue. *All Hands* led off with "Long Road to V-E," listing the milestones that marked the five years, eight months and eight days from the attack on Poland on Sept. 1, 1939, to the German surrender on May 7, 1945. In a related feature, "Battle of the Atlantic," the magazine presented the Navy's exploits in the campaign that made victory possible in Europe.

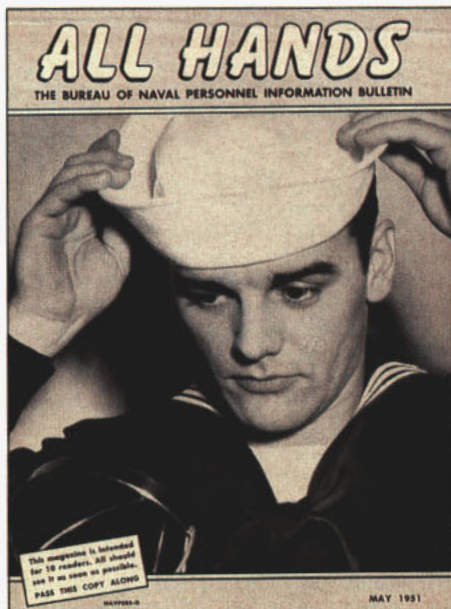
But the war in the Pacific still raged. *All Hands* carried the stirring account of the ordeal of the carrier USS *Franklin* (CV 13) that was hit twice by an enemy bomber 90 miles off the coast of Japan. One of the bombs smashed through the hangar deck, igniting armed planes, fuel and ammunition turning the interior of



the ship into a blazing inferno. Out of a crew of 3,450, 724 sailors were killed and 265 were wounded. But through the superhuman efforts of the survivors, *Franklin*, a ship the Japanese boasted they had sunk, was saved and was able to sail 12,000 miles to New York for repairs.



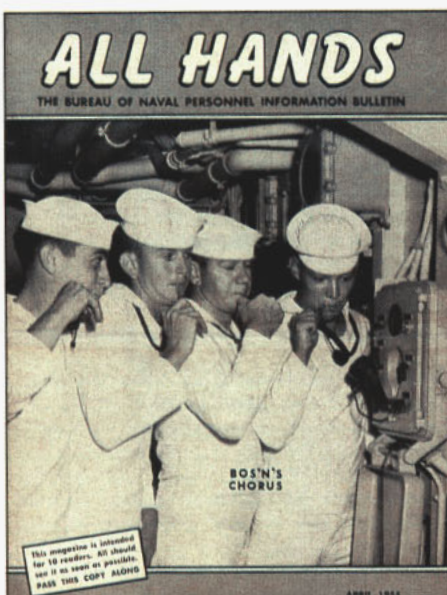
"Seapower and Korea" was covered in the May 1951 *All Hands*. As action in Korea entered its 11th month, this feature story described how Navy aircraft, flying behind the lines in North Korea were "demolishing bridge after bridge in the enemy's backyard" as "ships of the



Fleet were pounding his flanks with accurate shellfire."

In a related story, the vital role of helicopters in combat was explained. Although their primary mission was search and rescue and the evacuation of the wounded, they also proved valuable at a wide variety of other tasks. These included airlifting security patrols to advanced positions, resupplying isolated units, artillery spotting and reconnaissance, and anti-submarine patrol work.

The article went on to point out that the helicopter had a lot to do with changing the silhouette of many of the Navy's capital ships. Scout planes on all the Navy's cruisers and battleships were replaced by helos and future ships of these types would be built without a stern crane and catapult.



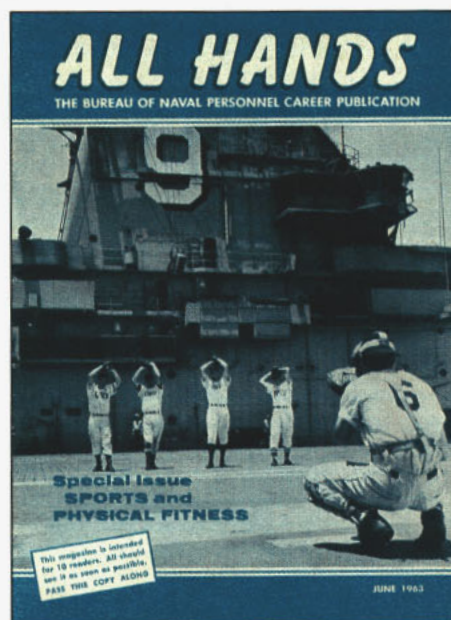
In the April 1955 issue, the Navy in the atomic age was represented by the *All Hands* center spread story on the submarine Navy, emphasizing USS *Nautilus* (SSN 571), the world's first nuclear-powered submarine. Commissioned in September 1954, *Nautilus*, named for the submarine used by Captain Nemo in Jules Verne's novel, *20,000 Leagues Under the Sea*, represented the latest in submarine concepts and was designed to cruise longer, farther and faster than any other submersible in the world. *Nautilus*, the second submarine in the U.S. Navy to carry the name, could circumnavigate the globe without resurfacing and could make 20 knots submerged. In comparison, ordinary submarines of the day operated on batteries while underwater, and even at slow speeds could travel less than 100 miles when completely submerged.

In addition to *Nautilus*, Navy proposals also included the building of a nuclear-powered, radar picket sub, two additional atom-powered subs and a guided-missile submarine. The nuclear Navy of the future was clearly taking shape.

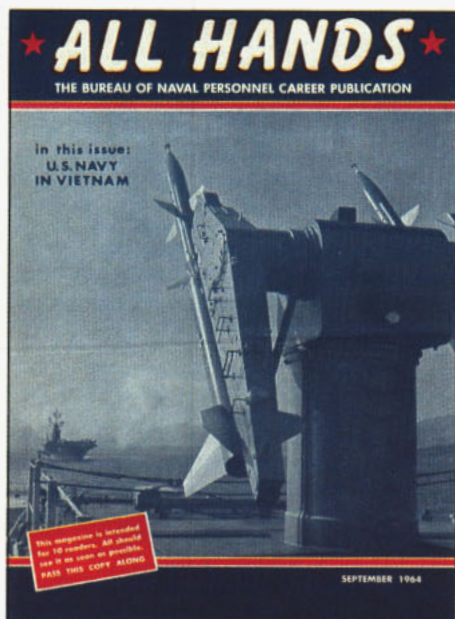
The June 1963 issue of *All Hands* was devoted to sports and physical fitness. In its pages the magazine covered sports in the Navy, from 1775 to 1963, ranging from sail drills and clandestine (non-regulation) boxing or "slugging" matches of the old sailing Navy to athletes participating in the present day Olympics and Pan-American Games.

The magazine profiled Navy athletes competing in a variety of sporting events on the local, national and international levels of athletic competition. This coverage included the All-Navy basketball championships, the Military Olympics, the Navy's champion pistol and rifle shooters, the six Navy men who accounted for four gold and three silver medals at the 1963 Pan-American Games in Brazil and Navy athletes who won berths to represent the United States in the Olympic Games.

The magazine also emphasized general physical fitness for those not competing in organized athletics. *All Hands* closed out the special issue by outlining a number of conditioning exercises designed for sailors both ashore and afloat.







**E**vents involving U.S. Navy fleet units in the vicinity of Vietnam were the main themes of the September 1964 *All Hands* magazine. The major emphasis was on the Aug. 2 torpedo attacks by North Vietnamese PT boats against USS *Maddox* (DD 731) in the Gulf of Tonkin off North Vietnam and the Navy's retaliatory strikes — on bases used by those North Vietnamese naval craft — by planes from USS *Ticonderoga* (CVA 14) and USS *Constellation* (CVA 64).

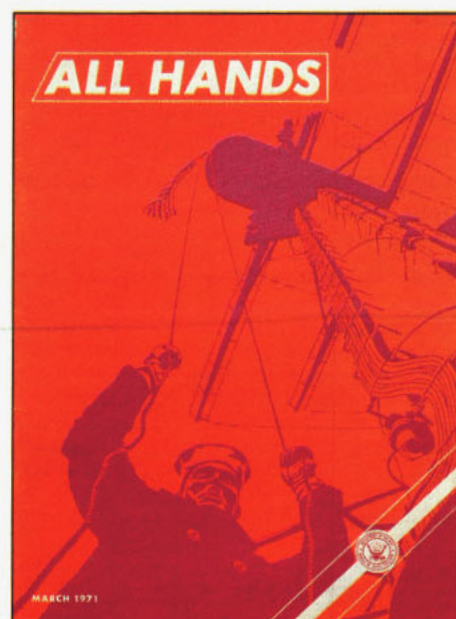
In a related story, *All Hands* carried a report on the activities of U.S. Navy advisors with the South Vietnamese Navy's First Coastal District Junk Force. Armed with various weapons and manning 31- to 55-foot junks, U.S. Navy advisory personnel and their South Vietnamese counterparts provided a barrier against infiltration by communist insurgent junk movements in Vietnamese waters.

The junk force crews were authorized to board and search any vessel inside the 10-mile fishing limit along the 120 miles of coastline the force was ordered to cover.

**T**he April 1969 issue of *All Hands* was a landmark issue. For the first time, full-color photos were used on the front and back covers of the magazine. The cover featured a 50-state flag team participating in graduation ceremonies for a recruit class at the U.S. Naval Training Center, Orlando, Fla. In later issues, color photos would also be used with feature stories on a regular basis.

In this issue, the "Today's Navy" column reported on the deactivation of the carrier USS *Essex* (CVS 9). Considered the "Big Mama" in the carrier Navy, *Essex* participated in every major Pacific battle during World War II, made two combat action cruises off Korea, supported the U.S. Marine landings in Lebanon in 1958, served in the Taiwan Strait with the 7th Fleet in the same year and helped enforce the quarantine off Cuba in 1962.

*Essex* began its final deployment — flight training in the Gulf of Mexico — on Jan. 3, 1969. And on Feb. 1, a C-1A *Trader* cargo transport was eased down onto the *Essex* flight deck, marking the final landing aboard the proud, old carrier.



**A**ntarctica and Naples, Italy, provided the geographic feature focus of the March 1971 *All Hands*.

The Navy's Antarctic Development Squadron Six's para-rescue team was the subject of one major story. PH1 Bill Hamilton followed team members as they underwent cold weather survival training and static line jump qualifications. The survival training included instruction in ice climbing, getting in and out of crevasses and building snow shelters. The jump portion of training required the accumulation of 10 jumps from 2,500 feet over the frozen antarctic landscape.

From the icy blasts of antarctic winds *All Hands* carried the reader to the sunny shores of Italy to profile Navy duty and liberty in Naples, where, as one sailor put it, "...anyone can discover centuries of history just minutes from Fleet Landing." The story centered on liberty-bound sailors enjoying such sights as the Castle Nuovo, the San Carlo Opera House and the Royal Palace with its view of the volcano, Mount Vesuvius, across the Bay of Naples.

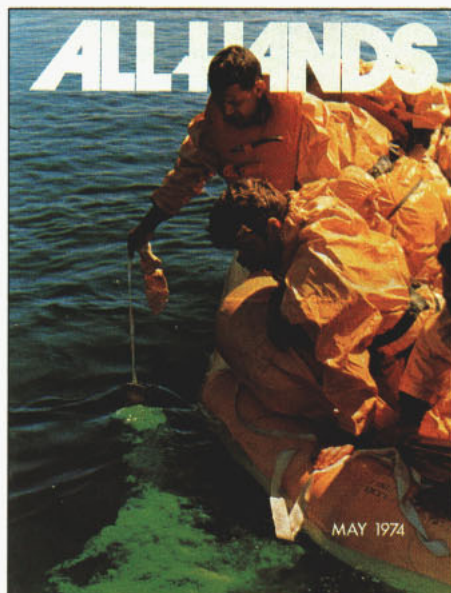
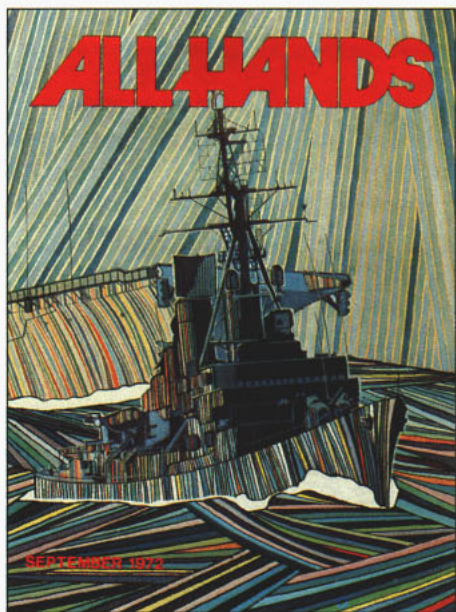


**T**he nuclear surface Navy was highlighted in the September 1972 *All Hands*. This feature story profiled the veteran nuclear surface ships at sea in 1972 and those under construction and emphasized that nuclear power and the nuclear-trained sailor were squarely in the center of the Navy's plans for the 1970s and beyond.

The nuclear ships operational at the time of the article were USS *Bainbridge* (DLGN 25), *Truxtun* (DLGN 35), *Enterprise* (CVN 65) and *Long Beach* (CGN 9).

The advantages of nuclear-powered surface ships were outlined. It was pointed out that these types of ships had almost unlimited endurance at high speeds, less dependence on logistic support and greater attack effectiveness.

In addition, the feature stressed that more nuclear ships meant more sailors trained in nuclear power. Those sailors had to be among the most highly trained in the service. The benefits for sailors who completed the nuclear power program included rapid advancement, specialty pay and reenlistment bonuses.



**I**n the May 1974 issue, *All Hands* became "The Magazine of the U.S. Navy," and was no longer "The Bureau of Naval Personnel Career Publication." The new title appeared on the table of contents page below the *All Hands* title. Featured in this edition were the ships USS *Tarawa* (LHA 1), USS *Spruance* (DD 963), USS *Hector* (AR 7) and USS *Tiru* (SS 416). These ships represented samples of the "new and the tried and true" ships of the fleet. *Tarawa* was the first of the new amphibious assault ships to join the fleet and *Spruance* the first of a new fleet of multi-mission ships which combined most of the capabilities of previous destroyers with innovations all their own. USS *Hector* and *Tiru* symbolized the finest of the fleet, each of them veteran warriors that were still going strong after 30 and 26 years respectively.

"Navy News Briefs" reported that Navy minesweeping helicopters and support forces from Norfolk and Charleston, S.C., were scheduled to conduct a minesweeping operation in the Suez Canal, blocked since the 1967 Arab-Israeli War.

**C**hief of Naval Operations ADM James L. Holloway III was beginning his third year in office when the July 1976 issue of *All Hands* hit the streets. In this bicentennial issue of *All Hands*, the CNO expressed his views on Navy objectives, goals, problems and priorities. Emphasizing fleet readiness, the CNO explained how the strength of the Navy is dependent on the caliber and dedication of Navy men and women.

Holloway said that each individual is accountable for ensuring that



the Navy progresses toward the goal of equal opportunity and that the nation must provide a level of compensation for Navy men and women that will give them as satisfying a quality of life as possible within the rigors of a military vocation.

The CNO also told sailors on the ships he visited that the true measure of the Navy's value would always be its ability to carry out its missions—whatever the place, time or circumstances. And, from what he saw during his travels to the fleet, that the Navy had the people and the resolve to stay number one.



**T**he U.S. Navy's participation in England's Silver Jubilee Naval Review held at Portsmouth, England, to commemorate the 25th anniversary of Queen Elizabeth II's coronation was the big story in the September 1977 *All Hands*.

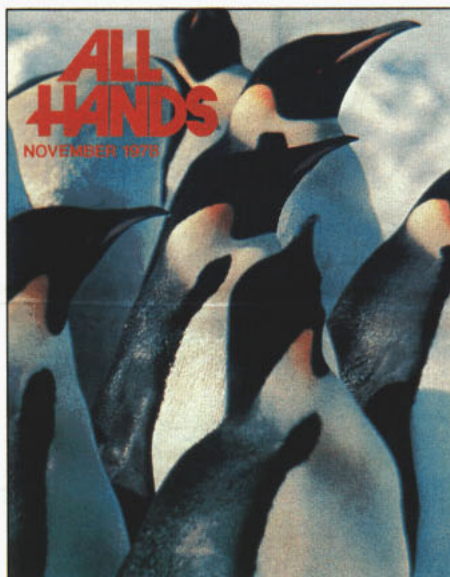
More than 30,000 sailors from 18 nations manned the ships that



passed in review before the Queen and Duke of Edinburgh. In this contingent were 1,400 American sailors who had arrived aboard a seven-ship task group which included USS *California* (CGN 36), *Francis Marion* (APA 249) and the nuclear attack submarine *Billfish* (SSN 676). Among the American sailors were nearly 400 midshipmen on their summer training cruise. These novice sailors received not only the opportunity to visit foreign lands, but worked alongside experienced sailors as well.

The weekend preceding the review was filled with tours of London, Stonehenge, Stratford-on-Avon and other historical spots.

Of the 170 ships passing in review, USS *California* was the only nuclear-powered surface warship to pass before the Queen.



**T**he big story for the November 1978 *All Hands* was the assignment of Navy women for duty aboard ship. As a result of a change in the U.S. Code, signed by President Jimmy Carter, 430 women were to report for sea duty aboard 21 Navy ships. The ultimate Navy plan at that time was to assign 4,950 enlisted women and 204 women officers to non-combatant Navy vessels.

Also sharing this issue was a piece on the Navy's role in Antarctica and its support of the hundreds of scientists of the U.S. Antarctic Research Program. Since 1955, these scientists had been journeying each year to Antarctica in search of information about the world's last geographic frontier.

During the 1978 season on the "Ice," scientists uncovered a large number of meteorites atop an Antarctic icecap. These were being studied to help unravel the secrets of the origins of life on earth. Also, minute organisms were found living in rocks not far from McMurdo Station, in an area that had been regarded as devoid of life. This discovery was considered an aid in future searches for life on other planets.

**I**n its July 1981 issue, *All Hands* featured as its opening story a piece on JOBS — Job Oriented Basic Skills, the new Navy training program that provided "A" school preparatory training for those sailors who had the potential but not the necessary entry scores for "A" school admittance. The story focused on the students involved and the value of the training in filling manpower requirements and increasing sailor promotions.

Also featured was the color spread on the construction of the Naval Submarine Support Base at Kings Bay, Ga., and the Navy's concern for integrating the base into the environment without disrupting the natural ecology of the area.

In another story, *All Hands* profiled USS *Dixie* (AD 14), at that time the oldest active ship in the fleet with 41 years of service.

The magazine followed USS *Charleston* (LKA 113) to New Orleans and Mardi Gras 1981, where the ship acted as representative host for the Navy during the famous festivities. More than 2,000 visitors toured the ship during its stay in New Orleans.



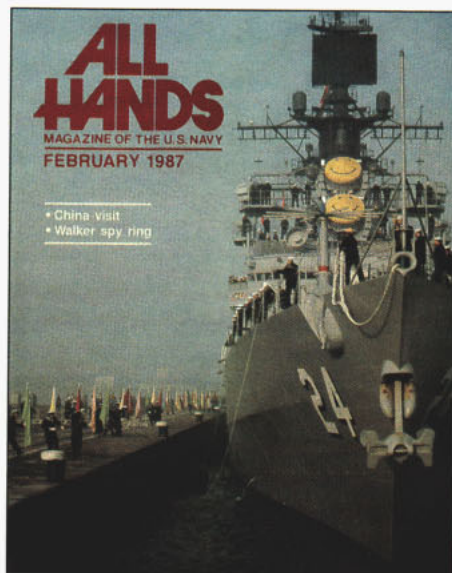
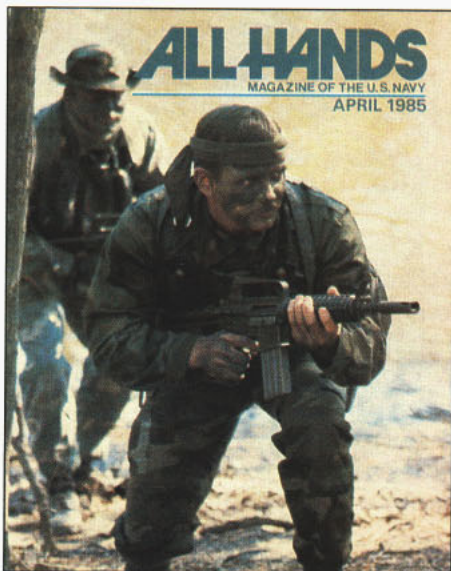


No longer relegated to the table of contents page, the subtitle *Magazine of the U.S. Navy* appeared for the first time on the magazine's front cover, in the April 1985 issue of *All Hands*.

In this issue *All Hands* presented its first in-depth story on the SEALs, the Navy's famed special warfare unit. Readers were introduced to the SEALs, who they are, how they are trained and how they carry out missions, with an interview with Master Chief Boatswain's Mate Jim Rowland, a combat-seasoned SEAL who saw action in Vietnam.

Also covered in the color center-spread was the United States Naval Aviation Museum at NAS Pensacola, Fla. This museum, the third largest of its type in the country, was established in 1962 and has nearly 150 aircraft representing more than 70 years of Naval aviation history. The museum's displays interpret aviation from the Wright brothers to the present day.

Included are Coast Guard aviation exhibits and displays on airships, the evolution of aircraft motors, aircraft carrier history and aviation's Medal of Honor winners.



The February 1987 issue of *All Hands* featured the story on the first U.S. Navy warships to visit the People's Republic of China in the nearly four decades since the Communist advance forced all Westerners out of China in 1949.

The three U.S. Navy ships that sailed into the Chinese port of Qingdao were USS *Reeves* (CG 24), USS *Rentz* (FFG 46) and USS *Oldendorf* (DD 972).

The visiting American sailors took advantage of several tours in the area and hosted tours on board their ships for visiting Chinese military personnel and civilians.

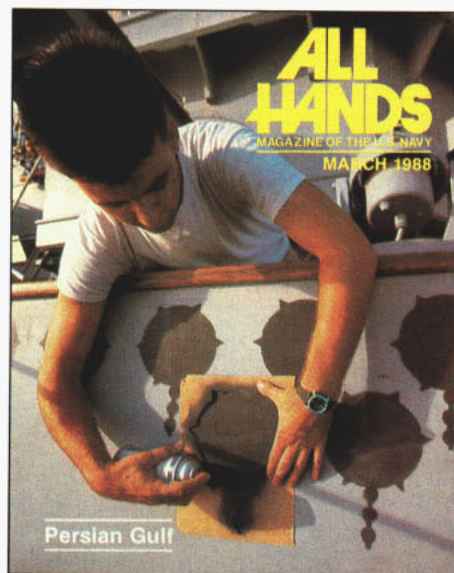
This issue also spotlighted the background and personalities involved in the Walker spy ring, a nefarious group of traitors, who, for over 15 years, from 1968 to 1985, stole invaluable Navy defense information from various ships and Naval commands and sold this information to the Soviets.

The story dealt with the criminals involved, their mode of operation, their capture, the scope of Naval secrets that were compromised and steps the Navy has taken to prevent a reoccurrence.

March 1988 saw *All Hands* devoting an issue to the U.S. Navy in the Persian Gulf. This edition highlighted the sailors, both active and reserve, manning the ships on escort and minesweeping duties in the Gulf. The various stories presented the day-to-day activities of the Navy destroyers, frigates, cruisers and minesweepers protecting U.S.-flagged shipping in the deadly waters of the Gulf. This presence projected America's military capability and the credibility of our country's commitment to peace in the area. It showed the Iranians that they couldn't continue to act against international law without retribution.

In addition, the all-important logistic support units behind the sea-going forces were featured. Spot-lighted were Helicopter Combat Support Squadron Two and the Navy's Administrative Support Unit in Bahrain.

*All Hands* has covered sailors on the front line and sailors behind the scenes during the past 65 years. We look to a future of recognizing the many contributions of Navy men and women around the world. □





# House buying

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*Like almost every American, the average sailor appears to have a growing yearning for a land-based dream — the American dream of owning a home.*

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Story by JO1 Melissa Lefler

**F**or some sailors, owning a home is an expression of individuality, a chance to have it "their way." For others, it's just good business.

"There is no way I wanted to continue paying someone else's mortgage [by renting]," said Electronics Technician 2nd Class Laszlo Nagy, explaining his decision to buy a brand-new home in Virginia Beach six months ago. Nagy deliberately chose orders to Dam Neck, Va., so he and his wife could buy their first house, an impossibility at their former duty station in San Diego, where, he said, prices run twice as high.

"We took out a Veterans Administration, no-money-down loan," Nagy continued. "It was extremely easy. We did most of the paper work by mail and over the phone while we were still in San Diego." Nagy and his

wife flew to Virginia about a year ago, chose a realtor, and looked at new developments. "We got floor plans from the builders and picked the house," Nagy said. "Then I called the real estate agent, collect, practically every other day to check on the progress of the house and the loan application."

## **The price is right**

According to a Hampton Roads, Va., real estate agent, the average home in Hampton Roads — which includes the Navy installations in Norfolk, Virginia Beach, Chesapeake, Portsmouth and Yorktown — sells for between \$90,000 and \$100,000, about \$20,000 less than the current national median. He pointed out that there are thousands of older homes, condominiums and townhouses in the \$60,000-to-\$80,000 price range. The realtor said

these may often be within the financial means of sailors in paygrades E-5 and up, and are sometimes within the realm of possibility for people in lower paygrades who have military spouses, or spouses who work full-time.

"I have sold houses to E-2s and E-3s, and to Navy people as young as 19," said a Norfolk realtor. He added that first-time home buyers in the area are probably younger than the national average because of the availability of Veterans Administration no-money-down loans to young military people.

Acres of new housing developments, like those the Nagys toured, have mushroomed throughout the country, pushing even farther into areas once characterized by quiet farms, rivers and streams. Former farmland now has hundreds of wooden-staked, bare-dirt plots



where houses will soon be built along ever widening, two-lane country roads — roads which, until recently, were seldom-traveled, are now crowded at rush hour. Banners and multicolored flags wave over the model homes, where dozens of signs proclaim: "Open house! New homes! Energy-efficient! Why *rent* when you can *buy*?"

Drive a few hours north to the Washington, D.C., area and the story is the same, except the median hous-

ing cost is much higher.

"Washington, D.C., is my first assignment in the Navy," said Yeoman 3rd Class Steven Villwock, an administrative clerk assigned to Navy Tactical Support Activity. "When I got my assignment, government quarters were unavailable in the D.C. area or you had to sit on a waiting list for a minimum of seven months," he said. After renting an

apartment for one year, Villwock and his wife found their rent skyrocketing. "We couldn't see throwing \$700 a month out the window when we could be applying the money to a home of our own," Villwock said.

After making the decision to purchase, Villwock felt the process was fairly easy. "We've been here for awhile so we had an idea of the location we were looking for. We set a price range that we knew we could





# House buying

handle, found a good realtor and located what we wanted in about a week," he said. Their settlement took about another month.

The Villwicks had a number of things in their favor when they purchased a house. "We had about \$10,000 in our savings account and my wife works," he said. "Without two incomes it would have been real hard — probably impossible. Even with both of us working, we have to tighten our budget to make payments and complete some home improvements."

The Villwicks purchased their first home four months ago. "It's not a 'new' first home — we didn't even look at those," he said. "The house is about 15 years old and has its bumps and bruises — but it's nothing we can't handle," Villwick added.

Sailors are eager for the best in a new home, say real estate agents. Luxuries unheard of in homes built 15 or even 10 years ago are standard in many of the new houses here; fireplaces, skylights, bay windows, decks, indoor balconies, hot tubs, kitchen work-islands and microwave ovens. Although most sailors can't afford a house with all these amenities, they are grabbing up homes that have as many of them as possible, say realtors.

## Patience pays off

"I came to San Diego in 1970 and called San Diego my home ever since," said Master Chief Yeoman (SW) Bob Ferris, command master chief of USS *Lynde McCormick* (DDG 8). "We came from a recruiting tour in Omaha, Neb., and rented one half of a duplex in Chula Vista. The rent we were paying was just about the same as we would have paid if we qualified to buy a house. After a year in the duplex, we found our house," Ferris said.

"Our realtor knew we didn't have a lot of money, and she kept an eye

on the listings. Finally, she found a house in Chula Vista that was within our means. There were four other people waiting to buy the house, and my wife and I fell in love with it. It was exactly right for us and our son. Fortunately, we were the ones who got it and we've had it ever since," Ferris recalled.

"I was a petty officer first class at the time and compared to the salaries of today, we didn't make a lot of money. We qualified to buy the house based on the money we had saved when we were in Omaha, which was a low cost-of-living area," Ferris said. "I had saved a couple of thousand dollars in the bank and from that made the down payment on a seven percent VA in-service loan."

Ferris stated that initially they could just make the payments. "I had to take out a second mortgage when we put the addition on the house," he said. That raised his payments, but the sacrifices weren't major, he added.

Ferris said, "It's been worth it. Anything we want to improve is in our jurisdiction. We're not constrained because it belongs to someone else — the government or a landlord."

## Starting from ground-zero

"Young buyers usually want a whole lot more than is realistic," said one realtor. "They aren't willing to settle for the 'starter' homes I was selling five years ago. They think they deserve something like their parents have, or better, but they forget — that house usually isn't their parents' first home," he added.

One real estate agent said he tries to convince many customers not to buy at the maximum price the VA will qualify them for — even though as a realtor, he earns a smaller commission when his clients choose a cheaper house. "But if they absolutely insist on the most expensive

home they qualify for, and they pass the credit checks, I am required by law to sell it to them," he added.

"Buying our house is one of the biggest things we'll ever do," said Villwick. "It was really hard to make the decision to buy a house now, but the outlook is really grim — what's affordable at \$85,000 today is expected to be \$125,000 five years from now, if not sooner."

One of the hardest things to keep in mind in purchasing a house is the extra expense incurred after moving in. "Some things you know about when you buy a house," Villwick mentioned. "You can actually see them — a new refrigerator, a dryer, a lawnmower or paint. But, then there's the utilities and insurance you didn't have before. Even my auto insurance increased because of additional commuting distance."

## Planning is the key

Overbuying — extending a budget to accommodate the most expensive house payment they qualified for — combined with "creative financing," meant one Navy couple ended up taking an \$8,000 loss when they sold their home. The couple, a petty officer second class and her husband, a chief petty officer, requested to remain anonymous to protect their privacy, but wanted to tell their story to prevent other people from buying before planning carefully.

In 1984, they found a house and signed a VA graduated payment mortgage. Because the interest rate was set artificially low for the first few years of the mortgage, the monthly payments were also lower. Their graduated mortgage payments were scheduled to increase sharply each year for seven years.

"A lot of people get burned on graduated payment mortgages," said Pete Brock, a loan officer for a Norfolk banking firm. "What happens is that if they don't keep the house long enough to pay some of it off at





the highest rate of interest, no matter whether it appreciates or not, they could end up owing more than when they bought it."

"Despite the fact that we held on to the house for more than two years, and the house appreciated in value, we lost money," the petty officer said. When they bought the house in 1984, the prevailing interest rate was 14.5 percent. That high interest rate increased the average house payment to about \$500 more than they could afford.

The first mortgage increase bit into their budgets and by the second year, the next increase in the payment made an even bigger dent in their take-home pay. Their cost of living increases did not begin to make up for the difference, she said.

When they decided to sell, they

discovered they were in trouble. In 1986, when they put the house on the market, the prevailing fixed interest rate had fallen to nine percent. "Nobody in their right mind would have assumed our loan when they could get a new loan for nine percent," the petty officer stated.

After paying the realtor's fee — about six percent of the \$90,000 sale, and the points, the couple discovered they had lost almost \$8,000. Losing the house cost them more than money. "I loved owning my own home," she said. "There are things you just can't do when you rent and if things had been different, we would have held onto that house — we had the white picket fence, and everything."

She warns against other mistakes she and her husband made. "It was too easy. We went out, looked at the house, put \$500 down to secure the contract and bought the house. The next time we buy, we won't buy new cars and furniture until we see the other costs — like the electricity, water, sewage, garbage, property taxes and insurance."

### Holding on to a good thing

Electronics Technician 2nd Class Brett Kreisher's attitude toward home ownership typifies what realtors hear more and more. Two and one-half years ago, the Kreishers bought a house in Dam Neck priced at the upper limit of their VA qualification. Kreisher said his house has probably already appreciated \$10,000 since then.

"I chose duty here at Dam Neck specifically because Virginia Beach is a good real estate investment area," Kreisher said. Although their house has gone up in value, they don't plan to sell it immediately when they are transferred in December. "I plan to keep the house and rent it because the payment is fairly low, compared to what the house is worth now," he said.

### Renting while away

Opinions are divided about how well renting works out for the owner who remains on active duty.

"Soon after buying our house in San Diego, we received orders to Washington, D.C.," said Ferris. "I rented out my home in San Diego while we were gone for the four and one-half years."

"The disadvantage of renting out your house," continued Ferris, "is that is no matter how good your tenants are, when you come back, the house is not like you left it. We found broken hardware on the doors, the carpets were unusable, the window screens were broken and shingles were missing on the roof from children playing on it."

Still, the Ferris' found the advantages of renting out their house rather than selling it outweighed the disadvantages. They had to replace screens and carpets, but by not selling their house, they allowed its value to accrue to a level that far surpassed what they spent to fix it back up.

"If you are having trouble selling, renting out is an option," said an agent. "You have to be able to afford the negative cash flow that may possibly result from renting it to someone else. Most of the time, unless you have had the house for quite a while, the rent may not completely cover the mortgage payment and the other costs."

For people who transfer overseas and live in government housing, renting the stateside house can be particularly profitable, he added. "In the time they are gone, the rent has usually increased about seven percent per year. They come back from an overseas area where they can afford the negative cash flow because the dollar is worth more, and the house is worth considerably more than when they left."

Some realtors recommend that absentee landlords should hire an extremely good rental manager and



# House buying

have a thorough credit check done on prospective renters.

However, David Childress of the VA regional office in Roanoke, Va., has seen foreclosures result from attempting to rent a property from the other side of the world.

"Owners think, 'Well, we will rent it out,'" Childress said. "But then, how are they going to handle it if the renter stops paying or just moves out, and they are in San Diego and the house is in Virginia Beach?"

"They are now stuck having to make payments on two houses. The natural inclination when money gets tight is to make the payment on the roof currently overhead, but they must also pay the mortgage on the rented property or risk foreclosure," he said.

## Taking your time

A cautious man by nature, Fire Control Technician 1st Class Alan Fantas of Dam Neck asked himself those hard questions before he bought an 18-year-old home in Virginia Beach. At first, when he and his wife came to Virginia from Japan, they had no intention of buying a house, and rented for over a year, but problems with their apartment caused them to look for another rental.

"When we were transferred to Norfolk," Fantas explained, "I really didn't think I could afford to buy a house. I saw what we were paying for rent, and how much more we would have to pay to buy — \$190 a month more. That scared me."

Fantas said once he and his wife made up their minds to buy (a decision that took about six months), there was no way he would buy a house at the top price they qualified for.

"We went about it differently than most people. We didn't let the realtor tell us what we qualified for — we told him we didn't want to pay any

more than a certain amount."

Those self-imposed restraints did make it difficult to find a house that they liked, Fantas admitted, and they searched for several months before they found the house they bought.

"Since we aren't stretched to the outer limits of what we qualified for, the payments are easy. We still put money in the bank every month for savings. I don't miss the extra money that goes to the mortgage payment. Having the house more than makes up for it."

## Homeowner/handyman

It hasn't all been smooth sailing. After the Fantas' lived in the house

seven months, the rain gutters fell off, and Fantas climbed up on the roof to replace them.

"When you rent and the toilet breaks, you call the landlord and he sends the plumber to fix it," Fantas recalled. "When you buy a house and the toilet breaks, you are the plumber, unless you want to pay someone a fortune."

Ten days before last Christmas, their stove burned up. "We picked out a new one," Fantas said. "I looked at my wife while the salesman was writing up the ticket and said, 'Merry Christmas, honey.'"

Fantas still says he isn't sorry they didn't buy a brand-new house, because the older home has features they like. For example, houses built 20 or 30 years ago tend to have bigger yards than those available with comparably priced new homes, and Fantas thinks the house was constructed with better quality materials than most new homes.

"After renting, owning a home is wonderful," Fantas concluded. "It's a lot of work, but it's a proud feeling. You can see the results of what you do — repainting, repairing."

## Inspect before buying

One thing the Villwocks did before purchasing their older home was to get an inspector out to the house before settlement. The inspection was not part of the closing costs for an older home and they had to contract separately for it.

"The inspector looks for all the items that may be wrong with the house," said Villwock. "The benefits definitely outweigh the costs involved, because you know what you're getting into," he added.

Buyers should be aware that even a new house isn't immune from the necessity for repairs, the VA's Childress pointed out. "The builders have some good warranty programs, but people have to remember perfec-





tion is a goal rather than a reality," he added.

Journalist 2nd Class Rhonda Dempsey, of the Norfolk Naval Base, and her husband, YN2 Michael Dempsey, of the submarine tender USS *Hunley* (AS 31), fell into the gap between perfection and reality in March, when they spent their first weekend in their new Cape Cod-style home in Virginia Beach. The weekend turned into a scene straight from the movie "The Money Pit."

"The thermostat wasn't in when we got there, so we had no way to turn the heat on. We called up the builder and the contractors rushed right out to put it in," Rhonda Dempsey remembered.

"Later, when I put some spaghetti down the garbage disposal, it backed up into the bathtub. We called the builder again and he had the plumber come out. During construction of the house a nail punctured one of the water pipes."

When it got dark, the Dempseys discovered that their dream house had been cross-wired — they turned on a light switch in one room, and the lights came on in another room.

"We didn't know how safe the whole electrical system was after that," Rhonda said. "I was close to tears."

The clincher came the next day, Sunday, when Rhonda flushed the toilet and water overflowed onto the carpet. "This time, I called our realtor. She was wonderful, she called the builder and really laid it on the line. Then she called us back and said we might not be able to use the water until the next day. I said, 'Look, I have a baby, I have to make formula. Michael and I have to take showers tonight. We have to go to work tomorrow.'"

After the real estate agent's second call to the builder, the builder offered to put the Dempseys in a hotel until the house was fixed. They

packed their suitcases, and moved to a hotel overnight. "He put us up in a beautiful luxury hotel right on the beach," Rhonda said. The carpenter, electrician, plumber and carpet cleaner came to the house to fix what was wrong. Michael watched them make the repairs.

Now that most of the bugs are out, Rhonda said they can laugh about their experience. "You have to learn that there will always be problems, laugh at them, live with them and don't try to fix them all at once. I learned that most of the people who have bought a new home have some of the same troubles, although they won't always admit it."

Michael added that a nice home is important to both of them. "We put all our money into buying our house — it is almost \$300 a month more than our rent was. We budget, watch for sales, plan ahead. But it's worth it," he said. "Owning the house has made us happier together now that we have reached this goal."

Rhonda admits that she loves the house so much that it will be difficult to give it up if they are transferred out of the Norfolk area. "It makes us want to 'homestead,'" she said. "We told our detailers that we bought a house and we've negotiated for orders to stay here."

### **A change of lifestyle**

Buying a house alters your lifestyle and your priorities, agrees ET1 Robert Cummings, who teaches radar at Naval Guided Missile School, Dam Neck.

Cummings says that his whole life has changed in the past 18 months — he got married, they had a baby and bought a new house a month ago — all things he had looked forward to.

"I've been at sea for seven years. That's my whole time in the Navy," Cummings recalled. "Once I rented a house with a bunch of guys — you know what that's like, not much

quieter or more private than living in the barracks. The rest of the time, at least three-and-a-half of the seven years, I lived in a bunk on a ship. This is the first time I've had some privacy, some room to myself."

Unlike Fantas, Villwock and Nagy, Cummings did not use his wife's income to qualify, because she doesn't work outside of the home.

"Our family has a vanishing lifestyle," said Cummings. "My wife doesn't want to work since she had the baby, and I don't want her to." His submarine pay made the difference, Cummings said. Without that, he probably could not have afforded a brand new house or perhaps any house.

"There are not many new, single-family homes being built here in the \$60,000 to \$70,000 price range, because the builders can't afford it," said a Norfolk realtor. "The profit margin from those houses isn't enough. Bob was lucky to find one, but we are talking about a basic house here, no frills." The no-frills aspect doesn't bother Cummings, who's content with a "starter" home.

"I am proud to own a home, being as young as I am," said Cummings who is 27. "My parents just recently bought their first house and they are in their 50s. It makes me feel good that I can handle the responsibility. Even though I am stretching my budget, I don't feel like I am sacrificing anything." Cummings added that he will probably start a pay allotment to make sure the house payment is on time every month.

"It's my own land, my own piece of America," Cummings continued. "If I wanted to paint it purple, then by God, I'd paint it purple." □

*Lefler is assigned to NIRA Det. 4, Norfolk. JO1 David Masci, assigned to NIRA Det. 5 in San Diego and Marie Johnston, All Hands staffwriter, contributed to this story.*



# House buying tips

Planning to buy a house? Before you commit, consider:

● **Consult your Navy legal assistance office before you sign anything.** Remember, "a contract is a contract is a contract." Generally, a contract is binding and can't be changed without the consent of all parties involved. Some states define what a real estate contract must look like, while in other states it doesn't matter whether it's written on legal stationery or a garbage bag, it's legal. Most people aren't experts when it comes to buying a home, so it pays to get legal advice before you sign any agreement. Verbal agreements won't protect you if the seller later refuses to include items such as drapes. If the legal office can't help, they can offer suggestions on how to obtain advice.

● **Find out the background on the house and neighborhood.** For instance, are there any property restrictions or restrictive covenants? You may not be able to park your boat or RV on the property, or be able to paint the house a certain color, or build an addition. Sometimes there are property owner's association dues that must be paid. If you are planning to buy land to build a home on, and there's no sewer system available, you should make sure the land will pass the environmental inspection for a septic tank before you commit yourself. You can protect yourself by writing a contingency clause into the contract stating the land must pass the required inspections. Ask questions before you commit.

● **Know the home's condition.** A termite inspection is just one of the inspections you should have. If the furnace, plumbing, roof, and electrical wiring are old or faulty you could face costly repairs. It's worth having a professional engineer survey the home. Write a contract contingency clause stating the house must pass inspection for the contract to go through.

● **Think resale when you select a house.** Chances are you'll be selling the home within a couple of years, so it should be attractive to future buyers. Consider the home's location, is it in an area that has good schools and convenient shopping? Does it lie in a low-level area that may experience flooding periodically? You don't want to get stuck with something you can't sell later.



● **Shop for financing and beware of special deals.** Many types of mortgage financing are available, from 30-year conventional loans to adjustable rate mortgages that start off with low monthly payments which can grow much higher if interest rates rise. Some loans have low rates initially with large "balloon payments" later. Be cautious of ARMs with negative amortization. At the end of the mortgage period you may still owe a large sum of money. Ask the lender if the loan contains negative amortization. The Veterans Administration has been guaranteeing home loans for veterans and service members for years. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial

down payments. Because VA-guaranteed loans require no down payments (because VA protects the lender), it's easier for young couples, and those who have been unable to save enough for a conventional mortgage loan, to purchase their first home through the VA. If you are an eligible veteran or an active duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veteran's organization for more information and applications.

● **No credit isn't necessarily bad credit.** First-time home buyers can find out the maximum loan for which they can qualify by having a real estate agent or mortgage lender perform a credit check. During this phase, the agent or lender will analyze your income, debts and other obligations. Then a credit check will be processed through one of the national credit bureau computers to see if you pay your bills on time. For instance, one of the first things they will look at is if you pay your rent on time. If you have had problems paying for something on time in the past, sometimes all it takes is a letter of explanation to the credit bureau to clear up the matter.

● **Don't become house poor.** Many people fail to consider the other costs associated with a monthly house payment. For instance there is the house mortgage payment with its interest, plus the local taxes and then there's the house insurance. And what if your toilet needs a new flapper valve? You are often better off not buying the maximum house for which you qualify, otherwise you might find yourself in a situation without any extra money for other expenses.

● **Hire professionals who will represent you.** Choose your own attorney and survey engineer. Don't have the seller or agent make the selection for you. Remember *your* best interests. □



# Decatur's ghost

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*Halloween wouldn't be complete without a ghost story. A famous Navy hero turns out to be one of Washington, D.C.'s best known ghosts.*

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Story by JO2 Mike McKinley



In the early morning hours of March 22, 1820, the normally placid Maryland countryside echoed with the sound of gunfire. The two duelists seemed to have pulled the triggers simultaneously. The roar of the pistols melded together into one loud report, silencing the birds in the trees surrounding a small field just outside the town of Bladensburg.

In that field, a man lay sprawled in agony, blood soaking his trousers from a wound in his hip. Standing over him was another man, with a smoking pistol held limply at his side, staring down at the prostrate form at his feet. Suddenly, wincing with pain, the man's legs buckled and the pistol dropped from his hand as he, too, collapsed to the ground, blood dotting his shirt and trickling from a small crimson hole on his right side.

As the duelists' seconds raced forward to minister to the downed gunmen, a small contingent of witnesses to the duel stood around

**Decatur agreed to duel Barron at eight paces, a lethally close range, in deference to Barron's nearsightedness.**



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## Only one of the duelists would survive the deadly encounter on the "field of honor" at Bladensburg.

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them, their low murmurings mingling with the sound of a nearby bubbling brook, known appropriately as Blood Run.

Only one of the duelists would survive that deadly encounter on the "field of honor" at Bladensburg. That man was the challenger, Commodore James Barron, who was shot in the hip. But the man who put the pistol ball there, Commodore Stephen Decatur, Naval hero of the Barbary Wars and War of 1812, died shortly after being brought back to his Washington, D.C., home at Lafayette Square.

Although the *code duello* was outlawed in nearly all states, with Maryland being one of the exceptions, Decatur was still buried with full military honors. Thousands lined the route of the commodore's funeral cortege, openly mourning the fallen hero and silently condemning his slayer.

The nation wept in farewell to Stephen Decatur. But many feel that the dead hero never really left.

According to newspaper accounts of the day, Decatur's spirit did not wend its way to the ethereal regions, but returned to his Washington home. In statements made by some of the household staff, they claim they saw Decatur's ghost one evening, nearly a year after his death, as they were returning from an errand. The witnesses described seeing the

transparent figure of the commodore standing in a second-story parlor window, staring out at them with a melancholy expression on his face.

This alleged sighting of the handsome figure with the sad countenance was to be the first of many claimed by other passersby well into the present century. But why did Decatur's ghost choose to appear in this particular window? And why did his spirit return to Washington, when he was taken to Philadelphia for burial?

On March 21, 1820, the night before Decatur rode out to meet Barron at Bladensburg, there was a party at the Decatur house in honor of the betrothal of President James Monroe's daughter. Not, understandably, in a festive mood, Decatur retired to the parlor. He gazed out the window, quite likely pondering the sequence of events that led to the upcoming duel.

In 1807, Commodore Barron was court-martialed and found guilty of negligence for his actions in the *Chesapeake-Leopard* affair, an incident that eventually helped touch off the War of 1812. Off Cape Henry, Va., while commanding *Chesapeake*, Barron was challenged by the British frigate *Leopard* to surrender several sailors accused of deserting His Majesty's Royal Navy. When Barron refused, he was fired upon by *Leopard*.

In the dispute that followed, Barron's officers accused the commodore of doing very little to defend his ship, firing only one shot in return. Three of his men were killed and 18 were wounded before Barron surrendered, allowing a boarding party from the British frigate to come aboard his ship and remove four sailors. Unfortunately, three of the sailors taken were native-born Americans.

As a result of the court-martial, the nine-man board, which included Decatur, suspended Barron from the

Navy for five years, with the stipulation that upon reinstatement he would serve only at half-pay.

Barron's bitterness toward the entire board of brother officers soon focused into resentment for just one man — Decatur. Shortly after Barron was suspended, Decatur was given command of *Chesapeake*. Barron's resentment turned to hatred as Decatur garnered new heroic laurels in the War of 1812, while his own career languished in backwater commands. Constantly passed over for posts he desired, including the command of another ship, Barron laid the blame on Decatur, accusing him of leading a conspiracy to destroy his career, even after the war was over.

Obsessed almost to the point of paranoia, Barron set about trying to provoke Decatur into a duel by voicing vicious personal attacks on Decatur's honor. For years Decatur tried to ignore Barron's hate campaign. But patience had its limits and Decatur finally wrote to Barron, "... if we fight, it must be on your own seeking..." Barron interpreted this statement as Decatur's acceptance to duel and arrangements were made.

Although Decatur had fought several duels before, he was not eager to participate in another. He felt that the reputation of neither Barron nor himself would profit if one killed the other. Also, he had had enough of fighting and was enjoying a peaceful life with his wife Susan at his Washington home. The thought of maybe not returning alive gloomily crowded in on his thoughts that fateful day.

Thus, depressed and apprehensive, Decatur stared out the parlor window, knowing that for good or ill, the miserable affair with Barron would end at dawn the next day, in a Maryland field, at eight paces, on the count of two.

Although Decatur's ghost is said



to have appeared most often in the parlor window, it did not confine itself to haunting that particular room. Several years ago, a maintenance worker at the house attested to having seen a transparent, spectral figure, in what he took to be a Naval uniform, leaving through a back door of the house with a black box under his arm early one morning. Could this have been Decatur, carrying the box containing his pistol, on his way to meet Barron?

In another alleged incident a few

years back, a custodian at the house was buffing the floor in one of the rooms, when she suddenly felt a presence near her. She looked to one side, and claimed to have seen an arm clothed in a blue sleeve with gold buttons and other decorations. What she described was typical of Naval uniforms in the early half of the 19th century. The rest of the body, to which the arm was presumed to be attached, wasn't visible. Was it Decatur who was making himself known in this rather fright-

ening manner?

And what of the sounds of weeping several people claim to have heard in various parts of the house over the years since Decatur's death? There are those who speculate that the commodore's wife, Susan Wheeler Decatur, also haunts the premises.

According to newspaper accounts following the duel, Mrs. Decatur could not bring herself to view the body of her mortally wounded husband when he was brought home. After the funeral she couldn't bear to stay in the house. One journalist wrote that "Mrs. Decatur's grief was viewed as somewhat exaggerated, even in her own day." Could it be that Susan Decatur's tortured spirit returns to the scene of tragedy, to forever grieve over her lost husband?

Although ghost-like activity in the Decatur house has been minimal in recent years, parapsychologists (those who study the supernatural), and mediums (those who claim to have extrasensory perception and the ability to contact spirits), have investigated the alleged goings-on in the house, and agree that "a certain sense of sadness" can be felt within its walls and that "the house *may* be susceptible to a haunting."

Whether in fact or only in the imagination, the spirit of Commodore Stephen Decatur is still very much alive and the echo of those gunshots fired on the field of honor at Bladensburg more than a century and a half ago is still reverberating well into the 20th century. □

—McKinley is a staff writer for *All Hands* and claims he never met a ghost he didn't like.

**Stephen Decatur's home was designed by the famous architect Benjamin Latrobe. When the house was built in the early 1800s, the only buildings nearby were St. John's Church and the White House.**



Photo courtesy of National Trust for Historic Preservation



# Forrestal ghost

*Who (or what) is "George" and why is he doing all those mysterious things?*

Story by LT James E. Brooks

In the Navy, there have always been tales of the "Flying Dutchman," or lost shipmates who returned to haunt the decks of warships. USS *Constitution*, "Old Ironsides," is rumored to have a few rambunctious spirits. But what about a modern warship of the 20th century? Ask certain crew members of USS *Forrestal* (CV 59) and you're sure to be told about "George."

"George" is said to haunt the carrier's Number 1 and 3 "holes." These below-the-waterline spaces contain the ship's pump rooms and frozen food storage. Number 1 hole is where the largest reefers are located and where most of the "hauntings" have occurred. Crew members who tell the tales of the carrier's ghost are quick to point out that Number 1 reefer has also been used in the past as the ship's morgue.

"If there's a ghost down there, I want to know about it — I'll put him to work!" said Chief Warrant Officer Otha Davis, the cargo and food service division officer. Davis has heard the stories of "George," but he doesn't believe them. He said that there is nothing unusual happening in Number 1 or 3 holes. "But, when the executive officer asks me about a zone inspection discrepancy," he laughed, "I always blame it on 'George.'"

Some *Forrestal* crew members who have worked in these spaces

don't share Davis' skepticism. Mess Specialist 1st Class Daniel Balboa's recollections of strange events in 1 and 3 holes still give him the shivers.

"When I first came aboard, I was a little apprehensive about things I heard," said Balboa, "even though I thought everyone was pulling my leg. We had problems keeping the reefer doors closed," he continued. "They always seemed to be opening up. One night I went down to take the temperatures in the reefers. As I went from one reefer to another (you have to go through one to get to the next), I closed each door behind me. Fifteen minutes later," he said, "all three doors were open."

Balboa went on to explain, "It was impossible for anyone to open the reefer doors from the outside, behind me — that requires a key, since the doors lock automatically, and I had the only key with me."

Similar stories are related by several reliable *Forrestal* sailors. These include tales of disconnected telephones ringing and, when answered, producing distant voices calling for help. Lights are turned on and off when it would be impossible for anyone to have access to the switches. Objects have been seen floating in the air. Once, a sailor saw a deck grating rise off the deck and drop suddenly, and nobody was there.

There is much speculation as to the identity of the ghost. The

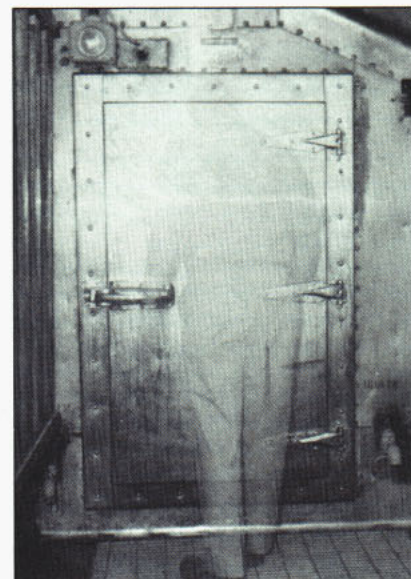


Photo by PH2 J. Backner

**Some crew members say they have seen a khaki-clad ghost in the ship's reefers. This double-exposure suggests that image.**

guesses range from a chief who was killed during the ship's flight deck fire of 1967, which claimed 137 lives, to a pilot who lost his life while flying and whose body was stored in the reefer until it could be transported off the ship. No one seems to know for sure. The only thing that everyone agrees on is that the ghost was named "George" after the former cargo division officer, LT George Conway.

"I think it's the guys' imagination," said Senior Chief Petty Officer James Williams, *Forrestal*'s leading chief petty officer of the enlisted mess decks. "I'm not superstitious, but I *am* uneasy when I go down there by myself."

Those working in cargo and those who visit Number 1 and Number 3 holes say the doors still open when they should be locked, deck grate noises are still heard and the lights still go on and off — though the electricians say there is nothing wrong with the circuits.

Sailors' tales have always been a part of sea lore. Not everyone on *Forrestal* believes in "George," but, fact or fiction, he will always be a part of the carrier's legacy. □

Brooks is *Forrestal*'s Public Affairs Officer.



# A helping hand

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*Sailor's tender, loving care for elderly people wins him top USO award for volunteerism.*

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Story and photo by PH2(AC) Scott M. Allen

The tips of the young man's fingers turned white because the grip of the 81-year-old woman was so tight. He quietly sat there and held Silva's hand while the dentist completed the work on her teeth.

Silva refused to go to the dentist unless Christopher Webster agreed to hold her hand the whole time.

Intelligence Specialist 2nd Class Christopher L. Webster, 1988 recipient of the C. Haskell Small Award for Volunteerism, said he enjoys spending much of his free time helping elderly people.

"I see a lot of people who need help or just a friend. I have plenty of time and this is a good way to use it," Webster said.

Webster, who is assigned to the Navy Operational Intelligence Center in Washington, D.C., has been working with elderly people through the Family and Child Services of Washington, D.C., since December 1986.

He is currently working with Silva and her sister Bertha, both in their 80s. Each week Webster spends at least five hours with them.

"I usually see them on Saturday. We go shopping, to lunch or an early supper. I call them once or twice a week to see how they are doing or if they need anything," he said. Occa-

sionally he has them over for dinner and introduces them to some of his friends. "It gives them a chance to talk to someone else besides me," Webster said.

Webster works with senior citizens in some of the least desirable neighborhoods. When he goes to meet someone new, he always wears his Navy dress uniform and brings them a small gift like flowers or fruit. "I feel that it puts them at ease and they immediately trust me," he said.



IS2 Christopher Webster

Webster said that the hardest part of his volunteer work is when something happens to the person he is working with. Although it is very hard on him each time one passes away, knowing that there are other people needing help keeps him going.

Webster, a native of Johnson City, Tenn., has been around elderly people most of his life. He said that he has a different view of senior citizens because he was raised by his grandparents. There were not many children in the neighborhood so he spent most of his time visiting and helping some of the elderly people in the community.

Although the work he does is small in itself, Webster said knowing the time he spends bringing someone happiness for a little while makes it all worthwhile.

Webster will be reporting to the aircraft carrier USS *John F. Kennedy* (CV 67), but said that he will continue his volunteer work when he returns from sea.

The C. Haskell Small Award, sponsored by USO, recognizes an active duty enlisted man or woman for outstanding volunteer community service each year. □

Allen is a photojournalist for All Hands.



# Ready for combat?

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*The nation's highways are a battleground.*

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Story by LCDR Dave Parsons

The carrier flight deck is often called the most dangerous acre on earth. In terms of hazards, it is. But the fact is that nearly all young sailors survive a six-month deployment working on the flight deck without a scratch. The real threat to their lives begins when the cruise ends and they get behind the wheel of an automobile.

The tragic scenarios of Navy people being killed on the highway are on the message boards practically every day. Consider the following recent reports:

Five sailors are killed when their car crosses the median of an interstate highway, careens out of control and slams head-on into an oil tanker. No safety belts were worn. All five were thrown from the car. Alcohol involvement is suspected along with excessive speed.

A petty officer first class and a small child are killed when they're tossed from the back of a pick-up truck following a minor collision at an intersection. The truck's driver was barely injured — she wore her safety belt.

According to witnesses, a petty officer third class after consuming eight beers attempts to exit an interstate highway at 80 mph, losing control and overturning on the exit ramp. He was thrown from the vehicle, and spent the next four weeks in the hospital. He didn't wear his safety belt. The passenger escaped

with minor injuries — he wore his.

Relaxing at his home, a sailor has been drinking alcohol when a friend arrives with a new motorcycle. The sailor talks his friend into letting him test drive it. Approximately 100 yards from where he starts, he loses control on wet pavement, and suffers a fractured skull, broken collarbone and multiple lacerations. Blood alcohol level — .10. Authorities blamed alcohol, no helmet or protective equipment and failure of family and friends to stop him.

No matter what your job is in the Navy, the greatest threat to your life is a motor vehicle mishap. Whether you work in the ship's machinery spaces or in an admin office, you are 60 percent more likely to be killed in a motor vehicle mishap than by anything else.

Motor vehicles are so dangerous that more Americans have been killed on the nation's highways than from all U.S. wars combined. Each year more than 40,000 Americans die from such accidents. This year alone more than 200 sailors will perish from motor vehicle accidents. Talk about a battle zone.

Throughout the past decade, the Navy has introduced a wide range of programs that have driven the rate of motor vehicle deaths and injuries lower. The *Convincer* safety belt simulator made believers of many holdouts who still refused to wear safety belts. Mandatory motorcycle

training for Navy personnel also has had notable success.

However, after years of steadily declining motor vehicle fatality rates, the trend is creeping back up. One alarming statistic shows that motor-vehicle related deaths during the first six months of 1988 are 14 percent higher than for the same period in 1987. Awareness and regulations don't seem to be enough for some service members who still simply refuse guidance to use safety belts, or wear helmets and protective clothing when riding motorcycles.

One of the biggest problems occurs when a ship returns to port after being at sea for a short training period, and some of the crew try to cram two weeks of leave into two days of liberty. "The majority of accidents happen within 25 miles of the home station of the ship," said Jim Briggs, of the motor vehicles safety division at the Naval Safety Center in Norfolk. "From liberty call on Friday afternoon to 3 a.m. on Monday is when over half of the fatal accidents happen," said Briggs.

National statistics say the same thing. Most mishaps occur within a few miles of a person's home. Very few mishaps occur on Naval bases because they are small, have low speed limits and represent a controlled environment. In fact, less than two percent of the deaths and eight percent of the injuries occur on base.



To say the Navy is concerned about traffic safety is a gross understatement. Even the back pages of official leave papers carry a drive safe reminder. It cites the three main causes of highway accidents — excessive speed, fatigue and alcohol. The best defensive driving measure is wearing a safety belt, which can cut the chances of death or serious injury by 58 percent.

Automobiles are smaller than ever — which means drivers have less protection — which in turn increases the significance of safety belts. The first thing an aviator does after getting into the cockpit is strap in. Motor vehicle operators should do the same — a trip to the store can be just as dangerous as flying low-level at 500 knots. In fact, 60 mph is 88 feet per second. Just think, in less than four seconds you've traveled the length of an aircraft carrier.

Many accidents result from following too closely and excessive speed. Experts recommend a following distance of one car-length for every 10 mph, and increasing that distance during wet or icy road conditions. When driving on extremely wet roads, speeds over 50 mph can contribute to a vehicle losing control because of a condition known as hydroplaning, which occurs when the front tires ride up on a thin layer of water and lose contact with the road.

Motorcycle deaths are still declining, thanks to the motorcycle training course that became mandatory in 1985 for both on- and off-base operation of motorcycles. Although the trend is downward, problems still exist. For example, many riders are not wearing proper protective gear, such as helmets, denim or leather jackets and pants, gloves and boots. This leads to increased injuries and, in some cases, people who might have survived with proper gear, are killed. Can you imagine sliding on rough asphalt at 80 feet per second?

OpNavInst 5100.12D requires the use of helmets by all Navy motorcycle riders, on- and off-base, both on- and off-duty. Yet, statistics indicate that as many as one-half of all Navy motorcyclists ignore that instruction. Motorcycles are high-risk motor vehicles. The chances of being killed in a mishap are four to eight times greater for a motorcyclist. Of the Navy people who operate motor vehicles, an estimated 15 percent ride motorcycles. Yet motorcycle fatalities make up 25 percent of total Navy motor vehicle deaths. In many mishaps involving motorcycles and automobiles, it is the automobile driver who is at fault, yet it is the motorcyclist who suffers the greatest injury. The best rider in the world can't do much when an automobile driver doesn't see him.

Mishaps involving alcohol are also on the decline, but it's no time for Navy men and women to slack up. In 1984, alcohol was involved in 59 percent of fatal motor vehicle accidents involving Navy personnel. This paralleled the national average. During 1984, the CNO's alcohol abuse policy and the designated driver program came on line. These programs have accounted for a substantial decline in alcohol-related

mishaps. The percentage dropped to 45 percent in 1985, and still further to 38 percent in 1986. In 1987, 45 percent of the fatal mishaps involved alcohol and it still remains as the single major causal factor. The Navy cannot restrict off-duty drinking, but it can continue to induce those who do drink to "drink smart" and to use a buddy system or designated driver. More importantly, we must know when it's not safe to drive. For instance, a 160-pound person who drinks three beers within an hour and tries to drive can wind up with a driving while impaired charge, not to mention more trouble than ever imagined.

The regulations and programs are in place. Navy personnel are bombarded with commercials, posters and speeches, yet many still are not wearing safety belts and many motorcyclists are not wearing helmets. Watch out for yourself and watch out for your friends when they don't. The Navy can only go so far to keep you safe — *you* have to do the rest. □

*Parsons is the editor of Approach magazine and PAO of the Naval Safety Center, Norfolk, LCDR Morgan Smith, NIRA print media director, contributed to this story.*





# 10

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## Navy Rights & Benefits

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# Morale, Welfare and Recreation



## Morale, Welfare and Recreation

*First-time visitors to Navy installations or ships often are amazed at the self-contained environment. Each installation or ship is a miniature community that provides nearly every service.*

The Navy provides local morale, welfare and recreation programs (ashore and afloat) supported by an annual budget of more than \$700 million. Clubs, movies, hobby shops, golf courses, child development centers and swimming pools are some of the more visible evidence of these recreation benefits, but they are only part of the picture. As a Navy member, you and your family can take advantage of other recreation benefits through programs such as the Navy Library System. This Rights and Benefits segment describes the nature and scope

of these programs available to you, the military member.

### Navy MWR programs

Appropriated and non-appropriated funds form the financial base for the Navy's MWR programs.

Congress appropriates funds as part of the annual federal budget for the basic MWR needs of the military community. Primary sources of non-appropriated funds are the profit dollars from portions of Navy Exchange System, Ships' Stores Afloat facilities and fees and charges levied for

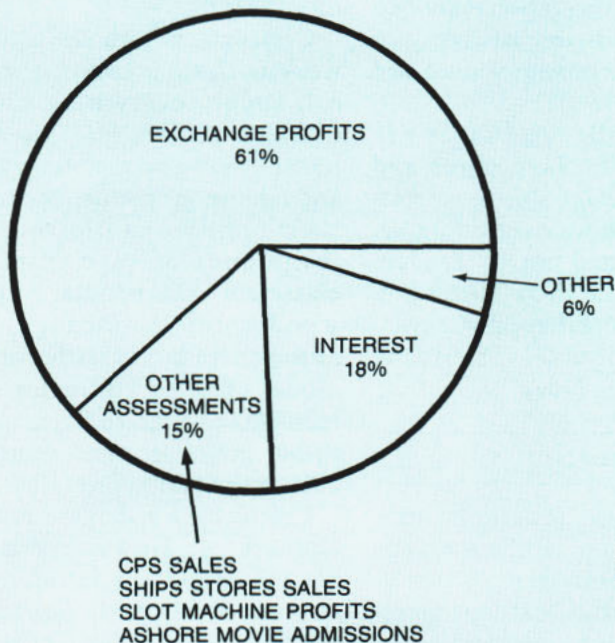
use of various recreation facilities or equipment. Every time you purchase an item at the exchange or ship's store, you receive more than just the approximate 20 percent price break — you help pay for your recreation programs.

MWR operations are financed substantially (66 percent) with non-appropriated funds. Congressional support through appropriated funding pays for the remaining 34 percent.

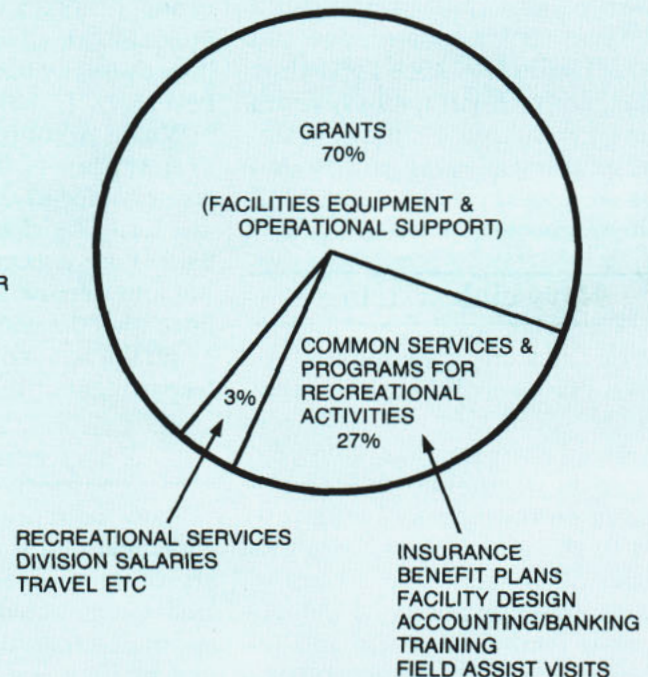
All earnings of the Navy Exchange System that are not required to finance exchange operations are used to help fund recreation programs.

## Central Non-appropriated Funds-FY 1987

\$81.1 MILLION  
WHERE IT CAME FROM



\$81.1 MILLION  
WHAT IT WAS USED FOR





## Morale, Welfare and Recreation

Approximately 50 cents of each local exchange profit dollar is retained for the funding of local recreation programs. These funds are passed to an NMPC-controlled central non-appropriated fund and then redistributed to local recreation funds.

Navy Exchange profit dollars constitute the bulk of the central non-appropriated fund income. Other sources include interest in short-term investments, assessments on a portion of ships' store sales, package store profits and amusement machine profits.

Central non-appropriated funds exist primarily to supplement local recreation (ship and shore activities) and club operations. In FY 1987, for example, \$72 million was provided to ashore and afloat recreational activities in operational equipment, facility grants and obligations.

The five-year outlook for financial assistance calls for more than \$72 million of non-appropriated fund authorizations for construction and repair of facilities — such as bowling centers, craftech auto shops, youth centers, gymnasiums, child development centers, playing courts and clubs — and approximately \$217 million for operational assistance.

### Navy club system

Navy clubs are a unique benefit. Unlike civilian clubs, they must meet the social needs of Navy personnel and their families. And you, the patron, influence the type of services and programs being provided in these clubs. You keep this valuable MWR facility operating.

Navy clubs provide social and recreational facilities, meals and refreshments for officer and enlisted personnel and their families. Navy clubs are designed to foster camaraderie and friendship in a relaxed atmosphere. Patrons can enjoy a variety of programs ranging from a family night buffet to the latest in musical trends.

Clubs are operated on a non-profit basis. However, they must be self-sustaining enough to meet all debts and liabilities and be able to make improvements or expand services as necessary.

The Navy Club System includes:

|                               |    |
|-------------------------------|----|
| Commissioned Officers' Messes | 74 |
| Chief Petty Officers' Messes  | 41 |
| Enlisted Messes               | 74 |
| Consolidated Messes           | 77 |

While not part of the club system, another important element in the MWR area are the 108 consolidated package stores in the Navy Resale System. Consolidated package stores are the on-base retail outlets for packaged alcoholic beverages, other than malt beverages. Profits generated by the package stores are used to support Navy recreational service programs for all eligible patrons, not just those who consume alcoholic beverages.

While alcoholic beverages are available in both Navy clubs and consolidated package stores, patrons are discouraged from overindulging. Sailors are expected not to let alcohol interfere with their duties, reduce their dependability or bring discredit upon themselves or the Department of the Navy.

### Recreation

Navy recreation programs offer personnel and their families a variety of exciting activities — organized sports, aquatics, outdoor recreation, entertainment, arts and crafts and many others. Whether aboard ship or ashore, these Navy programs are available to meet the leisure

needs of the Navy community.

While it would be impossible to list every recreation program or service offered, some or most listed here are available on Navy ships and installations. Local Navy MWR staff can provide more information about specific programs that are offered.

**Aquatics.** While recreational swimming is the most popular aquatics program, there is a lot more available for those who enjoy the water. Active duty personnel can take advantage of free-lap swimming sessions during designated hours at most installations.

Both children and adults can compete in swimming and diving events where they are offered. Swimming teams, classes in water ballet and water safety, and special events like water festivals and pool parties also are featured. Swimming classes are often available for all ages including toddlers and infants beginning at six months old.

**Craftech.** For those who like to work with their hands, the craftech can supply everything they need. Craftech centers keep up with the latest trends by constantly altering and adding programs. Personnel and their families can learn the latest techniques or take instructional classes in such popular programs as woodworking, photography, ceramics, lapidary, textiles and fibers, model building and computer hobbies. Most of the supplies needed for these classes are conveniently available in the craftech retail stores.

**Craftech auto shops.** Amateur mechanics can find everything they need to keep their automobiles running smoothly while saving money on car repairs as well as preventive maintenance. Many shops also provide the sophisticated equipment used for major projects such as en-



## Morale, Welfare and Recreation

engine overhaul, tune-ups and auto body work. Repair parts can be purchased from craftech auto resale stores.

**Bowling.** The Navy's bowling centers have something for bowlers of every skill level. Most centers offer open and league bowling, intramural and intercommand competition and special programs for Navy youth. Instructional classes, pro shop resale outlets, shoe rental and locker storage are also available.

**Child development centers.** Child care has become a high priority in the Navy in recent years. Many new Navy child development centers have been built and older centers are being upgraded. Navy child development centers provide quality care at reasonable prices on either a regularly scheduled or drop-in basis. Far more than just a babysitting service, these centers provide well-rounded programs of activities designed to meet the emotional and developmental needs of children.

**Community recreation.** Like any other "neighborhood," the Navy community often gets together for recreation activities. Ship homecoming parties, picnics, flea markets and holiday programs are just a few of the events offered. Hobbyists can share their interests in riding clubs, gun clubs, ski clubs and many other groups. Also available are a variety of leisure learning classes such as aerobics, oil painting and cooking.

**Entertainment.** Navy personnel can be both participants and spectators at entertainment events. Theater groups, music groups and talent contests are available for those who like to participate. Also available are special entertainment nights such as movie festivals, live groups and music rooms where personnel can listen to their favorites.

**Fleet recreation.** Because sea duty can be especially tough and demanding, it is important to provide sailors with quality leisure time activities that fit into the limited space available aboard ship. Fleet recreation coordinators located at fleet concentration centers around the world help afloat commands plan effective recreation programs and obtain exercise and recreation equipment.

A variety of individual and group activities are available for the sailor, such as organized tours while in port. On smaller ships, board games, bingo, closed circuit television and exercise equipment are available. Medium-sized ships offer the additional activities of skeet shooting off the fantail, jogging on the weather-deck, playing electronic video games and exercising in fully equipped weight rooms.

On larger ships, sailors also can participate in organized sports and recreation activities or check out recreation equipment for their own use.

**Golf.** A popular and relaxing sport at most Navy installations is golf, whether on 18-hole courses, pitch and putt courses, miniature ("putt-putt") courses or driving ranges. Golf instruction is offered at all levels, and clubs can be rented or stored at the golf course. Golf pro shops sell whatever equipment and sports clothing golf enthusiasts might need. When Navy courses are not available, special arrangements usually can be made for the use of public or private courses.

**Information, Tickets and Tours.** There's no better place to go for travel, tour or general information than the local ITT office. ITT offers a discount ticket service for tours, shows, concerts and sporting events both on base and in the local com-

munity. This office also can arrange group tours or help with travel plans. Many commands now have travel agents on board to handle all your leisure travel, including airline ticketing.

**Outdoor recreation.** Whatever the climate, wherever the installation, the great outdoors is there to be enjoyed. A wide range of recreation programs, adapted to each locale, are available, such as picnic areas, riding trails and beach and lakefront facilities. Some bases have stables where horses can be rented or boarded, or marinas that offer boats for rent and boating classes. Many installations also rent recreation equipment such as fishing gear, water and snow skis and camping equipment. They also offer classes in outdoor recreation skills such as hiking, canoeing and camping.

**Sports and physical fitness.** Navy sports offer organized programs for both the novice and the accomplished athlete. Intramural and conference sports competitions are available at most Navy installations and are supported by sponsoring commands. For the especially talented athlete, there are All-Navy training camps as well as interservice, national and international competitions, including the Pan American and Olympic games, in approximately 40 different sports.

Gear and equipment for self-directed sports are furnished to eligible patrons on a checkout basis. Sports enthusiasts also can use the multipurpose courts, gymnasiums, tennis and racquetball courts, football and softball fields and many other facilities.

With the Navy's emphasis on physical fitness, it's important that active duty personnel keep in shape. Fitness centers, located at many in-



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## Morale, Welfare and Recreation

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installations, provide the facilities and equipment to help sailors keep physically fit.

**Youth activities.** Keeping Navy young people, ages 6 to 18, active and physically fit is the goal of the youth recreation program. Most installations offer structured programs in sports, cultural activities, social activities and recreation skills development.

The extended-day program for school-age children, now available at many installations, provides supervised recreation activities for children both before and after school and on holidays. Parents and active duty personnel frequently serve as youth program volunteers.

**Young adult program.** Single, active duty personnel between the ages of 18 to 25 make up a major portion of the Navy. The YAP bridges the gap between the MWR department and the barracks or ship by actively involving sailors in the planning of recreation activities and programs to meet their specific needs.

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### Navy Motion Picture Service

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Movies remain one of the most important forms of recreation on board Navy ships. The Navy movie program costs approximately \$7 million in appropriated funds and \$2 million in non-appropriated funds annually.

Regardless of size, almost every ship and installation in the Navy has the capability to show movies. It is intended that each sailor have the opportunity to see three different movies each week.

Under present arrangements, regular feature movies, as well as older classic movies and children's matinee features, are procured by NMPS. NMPS sends more than 76 new

16mm prints to Navy shore circuits and more the 2,500 Beta video cassettes to Navy Military Sealift Command and National Oceanic and Atmospheric Administration ships each week.

More than 18,000, full-length feature movies are available through 24 Fleet Motion Picture Exchanges, making the Navy's system one of the largest film libraries in the world.

You can enjoy a first-rate movie at your command's theater for a minimal fee. Isolated overseas locations and ships show movies free of charge.

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### General library services

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Since USS *Franklin* became the first ship to establish a library in 1821, general libraries have been expanding and growing along with the Navy they serve. These libraries are a free benefit available to the entire naval community — active duty, families members, retirees and civilian employees overseas.

General libraries are controlled and supported by the Chief of Naval Education and Training. Living up to their motto, "Wherever sailors serve," these libraries are located at every Naval activity ashore and afloat.

There are more than 500 afloat and almost 200 shore libraries, with a total inventory of more than 2.5 million books. Collections are kept up to date by local efforts and through monthly book shipments provided by the Naval Education and Training Program Development Center in Pensacola, Fla.

Small ships and shore activities usually receive paperback books and reference materials. Larger ships have regular libraries of up to 10,000 volumes or more. Libraries on air-

craft carriers and at major shore installations offer impressive and varied collections and services.

Many shore and some ship libraries subscribe to "best seller" leasing plans in order to have the most recent popular books. Most shore libraries provide interlibrary loan services allowing them to borrow needed materials from other libraries.

Library materials and services can include mail order and college catalogs, telephone books on microfiche, investment services, children's books collections and information on ship and shore facilities for transferring sailors. Many libraries even have microcomputers and software programs, audio recordings and listening systems, typewriters and copy machines.

Framed art collections that can help brighten up Navy housing are available in some libraries. Library patrons also can enjoy such games as chess and monopoly. Other materials offered by libraries include a variety of specialized indexes, manuals, encyclopedias and other reference works, book lists and bibliographies, book reserve systems, paperback "swap" shelves and current and back issues of many popular magazines.

There are even special sections of materials required in off-duty education courses and in earning a high school diploma. The newest additions to the library collection are video cassettes, which promise to become a very popular service in the future.

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### Other MWR activities

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Military men and women stationed in remote and isolated areas overseas are not neglected when it



## Morale, Welfare and Recreation

comes to entertainment. The Armed Forces Professional Entertainment Office, a joint services organization, provides top-quality, live entertainment where it may otherwise be limited or non-existent. In conjunction with the United Services Organizations, AFPEO also provides top celebrity entertainers for all armed forces overseas.

USO recruits and produces all celebrity entertainment tours, sponsoring approximately 15 Department of Defense/USO touring shows annually. USO also provides staff for production, advance teams to coordinate tour logistics, as well as all funds for housing, per diem, sound systems and other miscellaneous expenses.

Some of this funding comes from corporate sponsorships, from companies such as AT & T and Proctor and Gamble. DoD pays transportation costs for some of these tours. Recently, due to cutbacks in the AFPEO budget, USO has acquired funds from sponsors such as Pan Am and Northwest Airlines to provide free transportation for additional shows. More than half the transportation costs of celebrity tours now comes from USO corporate sponsors.

AFPEO, staffed by representatives from the Army, Air Force and Navy, handles the operation and administration of the Armed Forces Professional Entertainment Overseas program. Established by the DoD, AFPEO is responsible for funding and budgeting and serves as the executive agent for the Secretary of Defense for the administration of the Overseas Touring Show Program.

AFPEO representatives travel extensively to audition and select touring groups. Selections are made

based on talent, flexibility, working relationships among group members and the group's ability to establish rapport with its audience. AFPEO selects a wide variety of groups to ensure an appealing cross section of entertainment.

While on overseas tours for DoD/USO, entertainers may perform as often as twice a day, six days a week. Each member of the touring group receives adequate daily living expenses, limited exchange privileges and emergency medical or dental treatment as necessary during the show.

All shows, whether under the celebrity DoD/USO Show or non-celebrity DoD Show banner, are presented free of charge and are open to all military members and their families. Performances are usually presented in the base theater, auditorium, gym or aboard fleet ships. They usually are not scheduled at base clubs unless no other suitable performance site is available.

In FY 1987, 81 groups went on three- to nine-week tours at a cost of nearly \$2.2 million. The areas they toured included Alaska, the Caribbean, Europe, the Mediterranean, Greenland and the Pacific. An estimated 2,400 performances were presented before audiences totaling nearly 375,000. Fifty-seven of the groups performed at Navy installations and on ships at sea, including those located in the North Arabian Sea, Indian Ocean, the Persian Gulf and the Mediterranean Sea.

DoD and USO jointly sponsor celebrity tours including groups such as "The Dallas Cowboy's Cheerleaders," "Miss USO" and state pageant winners, The National Football League players and celebrity artists such as Bob Hope, Randy Travis, Pearl Bailey, the Judds and Wayne

Newton. AFPEO also presents "specialty" or "fad" groups. For example, with the revival of the '50s sound in music, AFPEO has scheduled several such groups for tours.

USO has been involved with providing entertainment since 1941 when it was created to provide morale support services to American service members.

This civilian organization is not supported by the federal government, but through contributions to the Combined Federal Campaign, United Way and donations from private and corporate sectors. Today, more than five million military men and women and their families enjoy USO programs and services at 175 locations worldwide. Whether it is at an extensive USO complex, such as one of the Fleet Centers in the Mediterranean that may serve more than 60,000 fleet sailors each month, or at one of the 35 airport centers, USO volunteers are there to make military duty a little more enjoyable.

In recent years, the USO has kept up with a changing military. Many programs place more emphasis on the younger service members and their families, helping them deal with the challenging problems they face due to the military's transient lifestyle. New programs such as those offered at Family and Community Centers provide educational, recreational and self-help programs.

USO facilities vary with the area they serve. Discount or free tickets to area attractions, tours, recreational equipment and free entertainment are just a few of the many flexible services offered.

Today in peacetime, as in wars past, USO continues to offer help and add "a touch of home" to armed forces personnel and their families around the world. □



# Mail Buoy

## Cover girls

We here in VF-101 at NAS Oceana were proud to see that two of our plane captains, Airmen Susan Hale and Edith Rhines made the cover of the June 1988 edition of *All Hands*.

AN Hale entered the Naval service in July 1985 and was assigned to VF-101 in February 1986. Since Hale has been with VF-101, she has shown a sincere dedication toward her duties and became a qualified plane captain in May 1987.

AN Rhines entered the Naval service in January 1986 and was assigned to VF-101. Rhines has proven herself to be a model sailor by becoming a qualified plane captain and VF-101's Sailor of the Month for August 1987.

— Proud shipmates  
VF-101  
NAS Oceana, Va.

## Part of the team

At last! We're "part of the team." After 65 years of publishing 855 issues of *All Hands*, women sailors have met the challenge! Ten years ago, *All Hands* interviewed the "first lady of the Navy," Capt. Joy Bright Hancock. In 1983, *All Hands* had a brief history of the women who enlisted "for the duration and six months" during World War II. Finally, in June 1988, the entire issue was devoted almost entirely to Navy women who have been accepted as "part of the team."

Thanks for telling former WAVES about the young women today who can serve on whaleboat crews, as air traffic controllers or supervise brigs. Forty-five years ago, most of us were assigned to yeoman or hospital corpsman duties and in most cases, sexual harassment was unheard of!

I'm glad I was a part of the first team!  
— Marie Bennett Alsmeyer  
HAMBA Books  
Conway, Ark.

author of *The Way of the WAVES*

## Selective vision

*All Hands* describes "the most common forms of sexual harassment (as) sexist jokes and demeaning comments." (AH, June 1988 p. 14) What does that make *Penthouse*, *Playboy*/Playgirl, *Oui*, *Forum*, etc., as generously available, if subtly placed under counters in Navy exchanges?

They may be in about the same relationship as physical fitness training and on-base fast food restaurants, or Naval Medical Command emphasis on healthy lungs and shelves full of cigarettes in commissaries and exchanges.

Sometimes we seem to walk down one-way streets with selective vision.

— CAPT J. F. O'Donnell, CHC  
ComNavSurfPac  
San Diego, Calif.

## Bravo Zulu

I just finished reading the June 1988 issue and I was really pleased with your presentation of Navy women. The profiles of the women and their ratings were quite interesting. I also enjoyed reading about life on board a ship and the duties of those women who work on the flight line. I feel good to know that women are making a difference in the Navy. After reading the issue, I felt proud to be a woman in the Navy. A "Bravo Zulu" to *All Hands*.

— Kimberly S. Butler  
NAS Roosevelt Roads, Puerto Rico

## Correct form

Why doesn't *All Hands* use the correct form when abbreviating officer ranks? It irritates me when I read about Lt. Cmdr. Smith in the local newspaper. But I console myself with the fact that the writers and editors are civilians and don't know any better. I expect better from an official publication of the United States Navy.

In the April 1988 issue, every abbreviated officer rank was abbreviated incorrectly. They were:

|                           |           |           |
|---------------------------|-----------|-----------|
| Admiral                   | Adm.      | vice ADM  |
| Rear Admiral              | Rear Adm. | vice RADM |
| Captain                   | Capt.     | vice CAPT |
| Commander                 | Cmdr.     | vice CDR  |
| Lieutenant                |           |           |
| Commander                 | Lt. Cmdr. | vice LCDR |
| Lieutenant                | Lt.       | vice LT   |
| Lieutenant (junior grade) | Lt.j.g.   | vice LTJG |

Appendix A of the *Navy Correspondence Manual* (SecNavInst 5216.5C) lists the correct abbreviations of military ranks, both officer and enlisted, for all of the armed forces.

— FC1 Bryan J. Webber  
Mare Island, Calif.

• Some years ago, in an attempt to make its various publications' use of rank abbreviations consistent, the Department of Defense mandated the use of the Associated Press Stylebook's military rank abbreviations. However, that mandate left a great deal of discretion to the particular service, individual commands and, ultimately, the publications themselves. *All Hands* has followed the guidance for rank abbreviations and many other things, as set forth in the AP Stylebook, with selected exceptions.

Our policy on rank abbreviations has been reviewed and we have decided to go with the usage that is probably most familiar to our sailors in the fleet. From now on, we'll use Navy Correspondence Manual abbreviations. Lt. Cmdr. and its ilk are out and LCDR et al. are in.—ed.

## Men in the Navy

The June 1988 issue of *All Hands* on Navy women was outstanding. The color photo layouts, group interviews and personal profiles demonstrated well the Navy's commitment to keep sexual awareness training high on its list of priorities. Women in the Navy have a great deal to be proud of and their innumerable accomplishments have contributed greatly to the Navy mission. The circulation of the *All Hands* Navy women issue throughout the fleet will not only give Navy women the wide recognition they deserve, but it will also aid the education process Navy personnel need on this modern day dilemma.

Now, could you please do an issue on men in the Navy? Seriously. If only for the purpose of equal representation, the fleet needs to understand the dilemmas the men are facing in this crisis.

Again, congratulations on a fine issue well done.

— OS2 Edward B. Jarman  
PerSuppDet Guam

• An important element of the June issue was inclusion of insights and supporting quotes from men and how they relate to women in the Navy. This element was particularly highlighted in the sexual harassment dialogue, where the male viewpoint was given equal billing with the female perspective. For another important concern of Navy men, see the articles on single parents (most of whom are men) in the August *All Hands*. You're right — we're all in this together. — ed.



## Covering all bases

As a woman in the U.S. Navy, I was proud to see the time and effort you had taken to prepare an issue about women in the Navy.

However, there is one major item that disturbs myself and others gravely. In all the articles and pictures you had in the magazine, you only have one picture of a first class petty officer. Even then, her name wasn't even mentioned.

I feel that if there was room to place several seamen, third and second class petty officer write ups in the issue, there should have been room for at least one first class petty officer's view. A good example of our contribution is that AMS1 Beth L. Blevins won Sailor of the Year for the Atlantic Fleet. Congratulations to her for her entitlement!

I hope that in the future, if you write an article about any rating or group of individuals, you will cover all bases more fairly.

— OTM1 Teresa Stanaback  
ComOceanSysLant  
Norfolk, Va.

• *Look again. The E-6 pictured on Page 9, IC1 Edna Clark, is named both in the photo cutline and several times throughout the "Shipmate is a shipmate" story. The perspectives of YN1 JoAnn Jones were, likewise, essential to that story. Also, the female 1st Class viewpoint was crucial to the sexual harassment story. All Hands, like the Navy itself, wouldn't go far without paying proper attention to its all-important first class petty officers.* — ed.

## Big Sister is watching

What an incredible piece of propaganda was your June 1988 *All Hands*. Whoever would have expected that "Big Brother" could actually take the form of "Big Sister," and under the auspices of the Pentagon, no less!

Common sense dictates that the goal of feminism is to strip the sexes of all socially recognized differences, privileges and responsibilities. This does not bode well for a society and absolutely spells disaster for military efficiency and discipline. Studies have proven this but I won't bore you with the facts. You already know them, but the doctrines of feminism cannot allow you to acknowledge them.

What really irks me about your slick little piece of disinformation, is the iron fist of "harassment" gloved in all of this appeal to "sensitivity." The bottom line is that you're not after the isolated case of butt-patting or off-color joke telling. You're after the big prize of officially "feminizing" the military and you've now got "sexual harassment" guidelines to effect your 1984ish "new think" upon us. And I do believe you've won.

Commanding officers are falling all over themselves to prove to Washington the correctness of their thinking along feminist lines. The military knee-jerk will continue to serve feminism and the Washington bureaucrats as well.

It will, however, fail our society as it fails militarily. The trend to see the military as just another "Yuppie" career instead of a self-sacrificing obligation, can only be accelerated by feminism's preoccupation with power and career and ultimate disdain for the traditional family. The new Navy is on its way to becoming a hollow, political shell.

— CTI3 Michael S. Neutzling  
NSGA  
Athens, Greece

## War posters impressive

I've been receiving *All Hands* for nearly a year and I've been meaning to write and tell you how much I enjoy the magazine. As a member of the Reserves, I get to see what my active duty counterparts are doing, and as a member of the profession of journalism, I get to see examples of some great features and writing.

What finally prompted me to follow through with my long-standing intention of writing was your article on war posters, written by JO2 Mike McKinley. The article was extremely informative and JO2 McKinley was thorough enough to include prices and addresses so those of us who want copies of the posters may obtain them.

One thought struck me while reading JO2 McKinley's article. He said the posters were used during both World Wars as a means of providing morale boosters and patriotic incentives for enlisting or for protecting our boys overseas. I then thought, "What if there had been such posters during the Vietnam era?" Perhaps then we would have been able to accomplish what we set out to do, namely, defeat the Communist cancer

that now plagues Southeast Asia.

Perhaps had such posters existed, the leftists and "peace activists" like "Hanoi Jane" and Tom Hayden, *et al.*, would not have successfully divided this country. Well, this is a moot point now, but the thought crossed my mind anyway. God forbid there be another war, but if there is, I believe posters should be implemented once again. Then we'd have a chance of winning instead of leaving.

Thank you again for such a wonderful Navy magazine and a special "Bravo Zulu" to JO2 McKinley and to all your staff.

— Rosemary E. Lloyd  
Elberon, N.J.

# Reunions

• **Navy MATs (VRs 3, 6, 7, 8, 22 and NavWingPac)** — Reunion Nov. 3-5 in Oxnard, Calif. Contact Monte "Red" Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126; telephone (408) 295-0218.

• **USS Engstrom (DE 50)** — Reunion Nov. 3-6 at Holiday Inn Norfolk, 700 Monticello Ave., Norfolk, Va. Contact George O. Warren Jr., 10015 Sleepy Hollow Lane, Port Richey, Fla. 34668; telephone (813) 863-6123.

• **USS Chewaucan (AOG 50)** — Any former 1951-53 crew member interested in a reunion contact: Donald L. Barker, 2601 McDaniel Court., Grove City, Ohio 43123; telephone (614) 875-3118.

• **USS Lansdowne (DD 486)** — Reunion scheduled in St. Louis. Contact "Guns" Bennett, 1723 Lanai Drive, El Cajon, Calif. 92019; telephone (619) 442-7611.

• **University of Florida NROTC Unit** — Alumni Association formed and reunion scheduled. Contact Commanding Officer, NROTC Unit, University of Florida, Gainesville, Fla. 32611; telephone (904) 392-0973.

• **Navy, Marine or Army, present or prior members of Naval vessels (AGC and LCC) Operations Command Ships** — Personnel desiring to form an association or desiring a reunion should contact: Noah Joyner Jr., Rt #2, Box 716, Littleton, N.C. 27850; telephone (919) 583-6841.

• **LST 791** — Seeking former crew members. Contact PH.m2/c James E. Morley, 718 North 2nd St., LaCrescent, Minn. 55947; telephone (507) 895-2847.



